

1881.

NEW SOUTH WALES.

VOTES

AND

PROCEEDINGS

OF THE

LEGISLATIVE ASSEMBLY

DURING THE SESSION

OF

1881,

WITH THE VARIOUS DOCUMENTS CONNECTED THEREWITH.

IN FIVE VOLUMES.
VOL. IV.

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THOMAS RICHARDS, GOVERNMENT PRINTER, PHILLIP-STREET.

1882.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VOTES AND PROCEEDINGS.

SESSION 1881.

(IN FIVE VOLUMES.)

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LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

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1881.

NEW SOUTH WALES.

RAILWAYS AND TRAMWAYS

OF

NEW SOUTH WALES.

REPORT

BY

THE COMMISSIONER FOR RAILWAYS

FOR THE YEAR

1880.

Presented to Parliament by Command.



SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER

1881.

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1881.

NEW SOUTH WALES.

RAILWAYS OF NEW SOUTH WALES.

(REPORT FOR 1880.)

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

Department of Public Works,
Railway Branch,

SIR,

Sydney, 1st July, 1881.

I have the honor to submit, for the information of the Government, a statement of the transactions of this Department for the year 1880. The Tables and Returns in the Appendix are prepared in similar form to those attached to my last Report.

No. 1.—RAILWAY CAPITAL AUTHORIZED.

At the close of the year 1879 the amount of Loans authorized was Railway Debt, £18,164,161, of which sum £11,610,600 had been raised. A further sum of Appendix £412,000 was voted in 1880, as under :— Nos. 6 and 7,
pp. 43-47.

	£
For Extension—Orange to Dubbo	40,000
„ Werris Creek to Gunnedah	22,000
For the site and erection of new workshops, machinery, &c.	250,000
For doubling line—Granville to Parramatta, and in the Lithgow Valley, &c.	100,000
	£412,000

swelling the Railway capital to £18,576,161. The total amount of the Debentures issued at the close of 1880 was £11,610,600, leaving a balance of £6,965,561 still to be raised.

The Railway capital bears interest as follows :—

£7,110,800—5 per cent.... ..	annual interest	£355,540
4,499,800—4 „	„	179,992
6,965,561—4 „ (still to be raised)	„	278,622

The average interest being 4·38 per cent.

The following additional sums were authorized to be raised by loan in Further loan
authorized. April last, increasing the Railway capital to £26,202,661 :—

Southern and Northern Junction Railway—From			
Homebush to Waratah	£2,000,000	0	0
Sydney to Wollongong and Kiama	1,020,000	0	0
Goulburn to Cooma <i>via</i> Tarago, Bungendore, and Quacanbeyan	1,430,000	0	0
	4,450,000	0	0
Carried forward			

Brought forward	4,450,000	0	0
Albury to the River Murray (double line), including moiety of cost of constructing the Bridge	80,000	0	0
Orange to near Forbes <i>via</i> Molong	705,500	0	0
Narrandera to Jerilderie	518,000	0	0
Cootamundra to Gundagai	218,000	0	0
Murrumburrah to Blayney	1,260,000	0	0
From Wagga Wagga to Albury to complete the Line	95,000	0	0
Alterations and Additions to Station Buildings and Siding Accommodation, to meet increasing traffic, inclusive of payments made in 1880 in anticipation of this vote	300,000	0	0
			<u>7,626,500 0 0</u>

When the whole Railway capital authorized is raised, the average annual interest will be 4·27 per cent, equal to £1,119,214.

The interest paid for 1880 on Railway loans was £535,532, equal to 4·61 per cent. on the capital raised. The net return from the Railway working of that year was £513,298. It is thus shown that the contribution from the general revenue for interest upon Loan money invested in lines open for traffic, and in the unproductive lines in course of construction, was only £22,234 in excess of the sum realized. Had the amount temporarily advanced to the Loan Fund been raised, the interest payable thereon would have swelled the contribution from the General Revenue on this account to £56,736.

2.—RAILWAY CAPITAL EXPENDED.

Appendix
Nos. 8 and 9,
pp. 48 and 49.

At the close of 1880 there had been expended on lines open for traffic £11,778,819, and on lines in course of construction £1,263,222; in all £13,042,041, of which amount the sum of £1,630,714 was expended in the year 1880, as under:—

Construction	£1,408,419
Rolling Stock and Machinery, &c.	213,503
Trial Surveys	8,792
	<u>£1,630,714</u>

The sources from which the money expended on lines open for traffic have been obtained are—

From Loans	£11,153,333
„ Revenue	568,898
„ Advances from Revenue to Loan Fund (to be recouped)	56,588
	<u>£11,778,819</u>

The interest bearing capital invested in lines in operation was therefore only £11,153,333, upon which the net returns for 1880 would pay 4·60 per cent.; but in calculating the interest which the net receipts give, the whole amount of capital has been, as in past years, included without regard to the source from which it has been obtained. The percentage to capital is consequently reduced from 4·60 to 4·36.

No. 3.—LINES OPEN AND IN PROGRESS.

Of the sum £1,408,419 expended in 1880 for construction, the sum of £539,679 was expended on lines open for traffic, and the balance, £868,740, invested in unproductive lines in course of construction.

In

In the following statement is given the length of Railway lines open for traffic during the year 1880 :—

Southern Line.

	Miles.
In operation at close of 1879—Sydney to South Wagga Wagga ...	311
Opened 1st September, 1880—South Wagga Wagga to Gerogery	59
	370
Total opened 31st December, 1880	370
Average for the year	331

Appendix No. 2, p. 31.

Western Lines.

In operation at close of 1879—Parramatta Junction to Orange (including Richmond Branch)	195
Opened 1st June, 1880—Orange to Wellington	56
	251
Total opened 31st December, 1880	251
Average for the year	228

Great Northern Line.

In operation at close of 1879—Newcastle to Tamworth (including Morpeth Branch)... ..	187½
and Werris Creek to Gunnedah	41
	228½
Total	228½

No additional mileage was opened on this line during 1880.

It will thus be seen that in the year 1880 the Southern Line was extended 59 miles to Gerogery, and the Western Line 56 miles to Wellington. With these additions, amounting to 115 miles, the total mileage open for traffic at the end of 1880 was 849½ miles. The openings, however, having taken place at different times in the year, the average mileage in operation equalled only 787 miles.

Since the close of 1880 the following extensions have been opened for traffic :—

Wellington to Dubbo, on 1st February, 1881	30 miles.
Gerogery to Albury, on 3rd February, 1881	18 „
Juncos to Narrandera, on 28th February, 1881	61 „
	109
Total	109 „

Lines opened since 31st December, 1880.

making the mileage in operation on 28th February, 1881, 958½ miles.

It may be mentioned, as indicating the vigour with which Railway extension is being proceeded with, that between the 1st June, 1880, and 28th February, 1881—a period of nine months—224 miles of line were opened for traffic.

LINES IN PROGRESS.

There are at the present time 487 miles of line under construction, which are to be completed at various times within the next three years; of these, 249 miles will be completed within the next twelve months, 176 miles in the succeeding twelve months, and the remainder by the 30th June, 1884.

Great

Great Southern Railway.

Narrandera to Hay.

Narrandera to Hay—106 miles.

The tender of Mr. Geo. Blunt for £321,942, the lowest of seven received, was accepted for this extension on the 29th July, 1880. The time fixed for the opening to Hay is 1st June, 1882, but it is anticipated that the line will be opened to Darlington Point, 38 miles from Narrandera, on 1st September next.

Great Western Railway.

Wallerawang to Mudgee.

Wallerawang to Mudgee—85 miles.

Tenders for the first section of this line, viz., from Wallerawang to Capertee Camp, a distance of 23 miles, were opened on the 17th August, 1880. Messrs. Monie and Mathieson's tender for £180,692, the lowest of nine received, was accepted. This section of the line is to be completed by 1st March, 1882. Tenders for the remaining portion were opened on the 7th June, 1881. Eight tenders were received, and the lowest, that of Messrs. Fishburn & Morton, for £463,973, accepted. The line is to be completed by the 30th June, 1884.

Dubbo to Bourke.

Dubbo to Bourke—222 miles.

Tenders for the first section of this line, viz., from Dubbo to Nyngan, a distance of 98½ miles, were opened on the 21st December, 1880, and that of Messrs. A. & R. Amos for £306,340, the lowest of six received, accepted. The time for the completion of this length is 30th June, 1883.

Great Northern Railway.

Gunnedah to Narrabri.

Gunnedah to Narrabri—56 miles.

Tenders for the construction of this line were opened on the 14th December, 1880, and that of Messrs. J. M'Guigan & Co., for the sum of £170,990, the lowest of seven received, accepted. The contract time for the completion of this length is 30th June, 1882.

Uralla to Glen Innes.

Uralla to Glen Innes—78½ miles.

Tenders for the construction of this portion of the line towards Tenterfield were opened on the 18th January, 1881, and that of Mr. David Proudfoot, for the sum of £457,523, the lowest of seven received, accepted. The time for the completion of this length is 31st December, 1882.

Tenders will shortly be invited for 192 additional miles, which will also, it is anticipated, be completed within the next three years.

Progress made with construction of new lines.

The following is a summary of the progress made with the construction of new lines.

Extension.	Distance.	Progress.
Narrandera to Hay	Miles. 106	Under construction; to be completed by 1 June, 1882. 38 miles will be opened on 1st September, 1881.
Wallerawang to Mudgee	85	23 miles under construction; to be finished 1st March, 1882. Tender accepted for remaining portion on 7 June, 1881; to be completed on 30 June, 1884.
Dubbo to Bourke	222	98½ miles under construction; to be completed on 30 June, 1883.
Tamworth to Tenterfield	210	Tamworth to Uralla, 63½ miles, under construction; to be completed 31 May, 1882. Tender for a further length of 78½ miles from Uralla to Glen Innes was accepted on 21 January, 1881, to be completed by 31 December, 1882.
Gunnedah to Narrabri	56	Under construction; to be completed by 30 June, 1882.

In the subjoined table is given a statement of the Railways authorized, the total length opened, the extent of double line, and the lengths remaining to be constructed :—

Railway.	Length of Line sanctioned.	Length opened for traffic.	Portion laid with double rail.	Length remaining to be finished.
	Miles.	Miles.	Miles.	Miles.
Great Southern—Sydney to Albury	386	386	13½	.....
South-western—Junee to Hay	167	61	.....	106
Great Western—Parramatta to Bourke	487	265	.....	222
Wallerawang to Mudgee	85	.....	.....	85
Windsor and Richmond	16	16	.....	.....
Great Northern—Newcastle to Tenterfield	392	182	16	210
North-western—Werris Creek to Narrabri	97	41	.....	56
Morpeth Branch... ..	4	4	.....	.....
Bullock Island do.	1½	1½	1½	.....
Collingwood, Haslem's Creek, &c.	2	2	1½	.....
Total	1,637½	958½	32	679

In addition to the above, provision has been made, in the Public Works Loan Act of 1881 (44 Victoria No. 28), assented to on the 6th April last, for the following Lines :—

	Miles.
Homebush to Waratah	95
Sydney to Wollongong and Kiama	68
Goulburn to Cooma	130
Albury to the Murray	1
Orange to Forbes	83
Narrandera to Jerilderie	63
Cootamundra to Gundagai	34
Murrumburrah to Blayney	108
Total	582

making a total of 2,219½ miles in operation, in course of construction, and authorized.

No. 4.—LAND TAKEN FOR RAILWAY PURPOSES.

A Return is furnished in Appendix No. 3 of the total quantity and cost of land taken for Railway purposes to 31st December, 1880. The claims outstanding on the 31st December, 1879, were 284, to which were added 96 claims during 1880. Of these 380 claims, 101 were settled in 1880, leaving at the close of the year 279 in various stages of adjustment.

5.—IMPORTATION OF RAILWAY MATERIAL.

Appendix No.
4, pp. 34-41.

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

The following is an abstract of the return :—

Number of Ships employed.	Number of Tons of Goods shipped.	Value of Goods shipped.	Amount paid for Freight and Insurance.	Average rate of Freight and Insurance per ton.
		£ s. d.	£ s. d.	£ s. d.
101	26,893	321,702 14 5	*32,338 9 5 †4,615 18 4	1 4 0½ 0 3 5

* Freight.

† Insurance.

In the above are included—

	Weight in Tons.	Value.
		£ s. d.
Permanent-way materials for authorized Extensions	15,264	125,279 18 1
Renewals of Existing Lines...	6,712	48,728 11 6
Doubling " "	382	3,198 13 0
37 Locomotives " "	1,788	88,106 19 3
Miscellaneous articles " "	2,747	56,388 12 7
	<u>26,893</u>	<u>£321,702 14 5</u>

6.—EXISTING LINES.

Maintenance of Way and Works.

Appendix No.
1, pp. 5-30.

The Report of the Engineer for Existing Lines, which will be found in Appendix No. 1, gives the particulars of the expenditure for Maintenance of Way and Works, repairs and additions to existing buildings, and the condition of the different lines.

During the year 1880 several important additions and alterations were made to increase the accommodation and to promote the conduct of the traffic.

Although the working expenditure for maintenance of way and works exceeded that for 1879 by the sum of £10,178, the cost per mile of line and per train mile sensibly decreased, the former showing a saving of £7 per mile, and the latter 0.36 per train mile, the total representing a saving of £5,509.

Locomotive and Carriage Division.

The engines and other rolling stock have been maintained in as great a state of efficiency as the absence of adequate workshop accommodation would admit of.

A survey has been made of the Estate at Eveleigh, purchased by the Government as a site for the new workshops, and a plan prepared of the works and arrangements proposed to be carried out in connection therewith. I have urged upon the Locomotive Engineer the necessity for expediting the completion of this important work.

The

The expenditure in new stock during 1880 was £178,100, which was charged to the capital account. A sum of £95,993 was expended in repairing and renewing the existing stock, and charged to the revenue vote for the year.

Expenditure in new stock.

The following is an Abstract of Rolling Stock on hand 31st December, 1879, and the number and description of Vehicles supplied in 1880.

Locomotives.		Passenger.												Goods.												Total of all vehicles.					
Tank.	Passenger.	Goods.	Total.	Sleepers.	1st Class.	Composite.	Composite Smoking.	Composite Brake Vans.	2nd Class.	Mail Vans.	Prison Vans.	Hearses.	Carrriage Trucks.	Brake Vans.	Horse Boxes.	Total.	Waggons.					Vans.			Composite Goods & Cattle Trucks.		Refrigerating Car.	Ballast Waggons.	Total.		
																	A.	B.	C.	D.	E.	F.	G.	Powder.						Sheep.	Cattle.	Meat.
Rolling Stock on hand, 31st December, 1879.																															
21	73	83	177	1	61	59	6	24	119	10	4	6	58	24	72	444	81	112	151	164	2012	236	18	205	193	13	1	1	85	3807	4498
Rolling Stock received during 1880.																															
6	20	12	88	5	2	9	..	..	13	..	1	..	116	46	8	20	53	23	372	20	3	2	..	33	42	..	..	..	..	570	660

Appendix No 5, p. 42.

* The class of composite smoking carriages was abolished in December, 1880, and these six vehicles re-transferred to 2nd class.

The contracts entered into with Messrs. Hudson Brothers and Mr. Ritchie, for the supply of rolling stock (passenger and goods vehicles) required for the *five years* ending the 31st December, 1883, are progressing satisfactorily, and the proprietors of the Atlas Works and Mr. Vale, who have been entrusted with the manufacture in the Colony of sixty-six locomotives, are also making satisfactory progress with the work.

Progress of contracts for rolling stock.

I stated in my last Report that concurrently with the invitation of tenders from Colonial manufacturers for the construction of thirty-eight additional engines in the Colony, tenders had been invited in England for their manufacture there. The result of this competition was so much in favour of the engines being imported that the Government decided that, notwithstanding their desire to deal liberally with Colonial manufacturers, they could not, without disregarding the interests of the general community, accept a Colonial tender at so great an advance as 38 per cent. on English prices. The tender of Messrs. Beyer, Peacock, and Co. of Manchester, was accordingly accepted. Their price for the thirty-eight engines, delivered in the Colony, was £92,240, while the lowest tender from the Colonial manufacturers amounted to £127,300.

Contract for 38 additional locomotives.

7.—REVENUE AND EXPENDITURE.

The gross earnings in 1880 were £208,650, or nearly 22 per cent. in excess of those for 1879; the total amount was £1,161,017. The working expenses were £647,719, and the net earnings £513,298.

The gross earnings, working expenditure, and net earnings.

Of the gross earnings the sum of £390,150 was derived from coaching traffic, and £770,867 from goods traffic; the proportion of the former to the latter was 33.61 to 66.39.

In the following tables are given the particulars of the Revenue and Expenditure for 1880 compared with 1879.

COACHING

REPORT OF THE COMMISSIONER FOR RAILWAYS—1880.

COACHING TRAFFIC.

Particulars of coaching traffic.

			1879.			1880.		
			S. & W.	North.	Total.	S. & W.	North.	Total.
Number of passengers	First-class ... No.		578,116	79,169	657,285	744,599	76,837	821,436
	Second-class ... "		1,958,103	375,498	2,333,601	2,642,109	338,269	2,980,378
	Total ... "		2,536,219	454,667	2,990,886	3,386,708	415,106	3,801,814
	Season tickets— No. of journeys ... "		1,242,236	84,742	1,326,978	1,564,236	74,088	1,638,324
	Gross ... "		3,778,455	*539,409	4,317,864	4,950,944	489,194	5,440,138
Receipts from Coaching traffic.	First-class ... £		81,590	19,484	101,074	101,475	20,779	122,254
	Second-class ... "		124,669	38,566	163,235	161,086	41,052	202,138
	Season tickets... "		12,098	957	13,055	14,816	916	15,732
	Total ... "		218,357	59,007	277,364	277,377	62,747	340,124
	Excess luggage, parcels, &c. ... "		21,241	8,001	29,242	24,857	9,367	34,224
	Mails ... "		5,888	2,363	8,251	6,567	2,656	9,223
	Miscellaneous ... "		4,028	1,066	5,094	4,197	2,382	6,579
Gross ... "		249,514	70,437	319,951	312,998	77,152	390,150	
Average fare per head.	First-class ... s. d.		2 10	4 11	3 1	2 8½	5 5	2 11¾
	Second-class ... "		1 3¼	2 0¾	1 5	1 2¾	2 5	1 4¼
	Season tickets... "		0 2¼	0 2¼	0 2¾	0 2¼	0 3	0 2¼
	Mean ... "		1 2	2 2¼	1 3½	1 1½	2 8¼	1 3
Average Receipts from Coaching traffic per average mile of line.	First-class ... £ s. d.		162 4 2	94 11 8	142 11 2	181 10 7	91 2 8	155 6 11
	Second-class ... "		247 17 0	187 4 3	230 4 8	288 3 6	180 1 1	256 16 11
	Season tickets... "		24 1 0	4 12 11	18 8 3	26 10 0	4 0 5	19 19 10
	Total ... "		434 2 2	286 8 10	391 4 1	496 4 1	275 4 2	432 3 8
	Excess luggage, parcels, &c. ... "		42 4 7	38 16 10	41 4 11	44 9 5	41 1 7	43 9 7
	Mails ... "		11 14 1	11 9 5	11 12 9	11 15 0	11 13 0	11 14 5
	Miscellaneous ... "		8 0 2	5 3 6	7 3 8	7 10 2	10 8 10	8 7 2
Gross ... "		496 1 0	341 18 7	451 5 5	559 18 7	338 7 7	495 14 10	
Average receipts per passenger train mile.	First-class ... d.		19·24	18·79	19·15	21·74	18·61	21·14
	Second-class ... "		29·40	37·15	30·93	34·52	36·75	34·95
	Season tickets... "		2·85	0·92	2·47	3·17	0·82	2·72
	Total ... "		51·49	56·86	52·55	59·43	56·18	58·81
	Excess luggage, parcels, &c. ... "		5·01	7·71	5·54	5·33	8·39	5·92
	Mails ... "		1·39	2·28	1·56	1·41	2·38	1·59
	Miscellaneous ... "		0·95	1·03	0·97	0·90	2·13	1·14
Gross ... "		58·84	67·88	60·62	67·07	69·08	67·46	
Proportion of classes.	First-class ... %		15·32	14·68	15·22	15·04	15·71	15·10
	Second-class ... "		51·81	69·61	54·04	53·37	69·15	54·79
	Season tickets... "		32·87	15·71	30·73	31·59	15·14	30·11
			100·00	100·00	100·00	100·00	100·00	100·00
Proportion of receipts.	First-class ... %		37·37	33·02	36·44	36·58	33·12	35·94
	Second-class ... "		57·09	65·36	58·85	58·08	65·42	59·43
	Season tickets... "		5·54	1·62	4·71	5·34	1·46	4·63
			100·00	100·00	100·00	100·00	100·00	100·00

* The figures given in the return published for 1879 were, through a clerical error, slightly in excess of the above.

The number of first-class passengers carried shows—

An increase of 166,483 for South and West lines.
 A decrease of 2,332 „ North line.
 An increase of 164,151 „ all lines.

The number of second-class passengers carried shows—

An increase of 684,006 for South and West lines.
 A decrease of 37,229 „ North line.
 An increase of 646,777 „ all lines.

The number of season tickets (journeys)—

Increased 322,000 for South and West lines.
 Decreased 10,654 „ North line.
 An increase of 311,346 „ lines.

The total increase in the number of passengers carried on all lines was 1,122,274.

The receipts for coaching traffic increased—

£63,484 for South and West lines.
 6,715 „ North line.
 70,199 „ all lines.

The average receipts per head show—

A decrease of $\frac{1}{2}$ d. for South and West lines.
 An increase of $6\frac{1}{2}$ d. „ North line.
 A decrease of $\frac{1}{2}$ d. „ all lines.

The receipts from coaching traffic per average mile of line show

	£	s.	d.	
An increase of	63	17	7	for South and West lines.
A decrease of	3	11	0	„ North line.
An increase of	44	9	5	„ all lines.

The receipts per train mile show

An increase of 8.23 for South and West lines.
 „ 1.20 „ North line.
 „ 6.84 „ all lines.

The proportion of per-centage of classes of passengers shows—

A decrease of .12 for 1st class.
 „ .27 „ 2nd „
 „ .62 „ season tickets.

The proportion of per-centage of receipts—

Decreased .50 for 1st class.
 Increased .58 „ 2nd „
 Decreased .08 „ season tickets.

Particulars of goods traffic.

The goods traffic compared in the same way is shown as under:—

		GOODS TRAFFIC.						
		1879.			1880.			
		S. & W.	North.	Total.	S. & W.	North.	Total.	
Tons carried...	Merchandise ...	Tons	356,178	88,126	444,304	430,728	92,045	522,773
	Minerals	"	197,352	1,019,581	1,216,933	227,863	895,803	1,123,166
	Wool	"	22,386	9,387	31,773	29,529	11,421	40,950
	Live Stock	"	21,687	6,118	27,805	20,876	5,206	26,082
	Total		597,603	1,123,212	1,720,815	708,996	1,003,975	1,712,971
Receipts from Goods Traffic	Merchandise ...	£	328,016	104,422	432,438	419,431	122,857	542,288
	Minerals	"	41,981	48,213	90,194	53,380	43,122	96,502
	Wool	"	43,713	18,157	61,875	61,166	21,952	83,118
	Live Stock	"	36,166	9,560	45,726	38,874	7,807	46,681
	Total		449,881	180,352	630,233	572,851	195,738	768,589
	Miscellaneous ...	"	1,086	1,097	2,183	1,093	1,185	2,278
	Total		450,967	181,449	632,416	573,944	196,923	770,867
Average rate per ton.	Merchandise ...	s.	18.41	23.69	19.46	19.47	26.69	20.74
	Minerals	"	4.25	0.94	1.48	4.68	0.96	1.72
	Wool	"	39.06	38.69	38.95	41.43	38.44	40.59
	Live Stock	"	33.35	31.25	32.89	37.24	29.99	35.79
	Mean		15.09	3.23	7.35	16.19	3.92	9.00
Average No. of tons per mile of line.	Merchandise ...	Tons.	708	428	627	771	404	664
	Minerals	"	392	4,949	1,716	408	3,927	1,427
	Wool	"	45	46	45	53	50	52
	Live Stock	"	43	30	39	37	23	33
	Total		1,188	5,453	2,427	1,269	4,404	2,176
Average receipts per mile of line.	Merchandise ...	£ s. d.	652 2 5	506 18 0	609 18 7	750 6 5	538 17 0	689 1 2
	Minerals	"	83 9 3	234 0 10	127 4 2	95 9 10	189 2 7	122 12 5
	Wool	"	86 18 2	88 2 10	87 5 5	109 8 5	96 5 7	105 12 2
	Live Stock	"	71 18 0	46 8 2	64 9 10	69 10 9	34 4 10	59 6 5
	Miscellaneous ...	"	2 3 2	5 6 5	3 1 7	1 19 2	5 4 0	2 17 10
	Total		896 11 0	880 16 3	891 19 7	1026 14 7	863 14 0	979 10 0
Average receipts per train mile.	Merchandise ...	d.	61.82	63.90	62.31	69.35	73.74	70.30
	Minerals	"	7.91	29.50	13.00	8.83	25.88	12.51
	Wool	"	8.24	11.11	8.91	10.11	13.17	10.78
	Live Stock	"	6.82	5.85	6.59	6.43	4.69	6.05
	Miscellaneous ...	"	0.20	0.67	0.31	0.18	0.71	0.29
	Total		84.99	111.03	91.12	94.90	118.19	99.93

In the tonnage carried there was

An increase of 78,469 in merchandise.

A decrease of 93,767 in minerals.

An increase of 9,177 in wool.

A decrease of 1,723 in live stock.

7,844 total decrease.

Per average mile of line open, the result shows:—

An increase of 37 tons in merchandise.

A decrease of 289 " minerals.

An increase of 7 " wool.

A decrease of 6 " live stock.

251 total decrease.

The receipts show—

An increase of £109,850 in merchandise.

" 6,308 in minerals.

" 21,243 in wool.

955 in live stock.

" 95 in miscellaneous.

£138,451 total increase.

Per

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Per average mile of line open, the receipts show—

	£	s.	d.	
An increase of	79	2	7	in merchandise.
A decrease of	4	11	9	in minerals.
An increase of	18	6	9	in wool.
A decrease of	5	3	5	in live stock.
„	0	3	9	in miscellaneous.

£87 10 5 total increase.

The average receipts per train mile show—

	d.	
An increase of	7.99	for merchandise.
A decrease of	0.49	for minerals.
An increase of	1.87	for wool.
A decrease of	0.54	for live stock.
„	0.02	for miscellaneous.

8.81 total increase.

Working Expenditure.

The amount expended for working the traffic in 1880 exceeded that for 1879 by the sum of £42,998; the increased traffic, the greater number of miles opened, and the extra train mileage run account for this excess. The expenditure, however, per average mile of line was £30 less in 1880 than it was in 1879, and this represents a saving of £23,610. Appendix No. 13, p. 52.

The particulars of the whole of the expenditure are given in the following table:—

		1879.			1880.			Particulars of working expenditure.
		S. & W.	North.	Total.	S. & W.	North.	Total.	
Gross working expenses.	Maintenance of Way, &c.	£ 107,299	36,374	143,673	115,583	38,268	153,851	
	Locomotive power, &c.	166,126	48,467	214,593	172,141	48,306	220,447	
	Repairs of carriages & waggons	24,370	8,374	32,744	24,700	8,596	33,296	
	Traffic charges.....	140,170	53,765	193,935	158,334	55,422	213,756	
	Compensation—Personal	271	210	481	5,638	492	6,130	
	Do. Goods	317	74	391	432	142	574	
	Miscellaneous	13,943	4,961	18,904	14,272	5,393	19,665	
Total.....	£	452,496	152,225	604,721	491,100	156,619	647,719	
Expenditure per average mile of line.....	£	900	739	853	879	687	823	
Expenditure per train mile.	Maintenance of Way, &c.	d. 11.24	13.61	11.76	10.79	13.75	11.40	
	Locomotive power, &c.	17.40	18.14	17.56	16.06	17.36	16.33	
	Repairs of carriages & waggons	2.55	3.14	2.68	2.30	3.09	2.47	
	Traffic charges.....	14.68	20.12	15.87	14.78	19.91	15.84	
	Compensation—Personal	0.04	0.03	0.04	0.53	0.18	0.45	
	Do. Goods	0.03	0.03	0.03	0.04	0.05	0.04	
	Miscellaneous	1.46	1.86	1.55	1.33	1.94	1.46	
Total.....	d.	47.40	56.98	49.49	45.83	56.28	47.99	
Proportion of expenditure to gross receipts.	Maintenance of Way, &c.	% 15.32	14.44	15.09	13.03	13.97	13.25	
	Locomotive power, &c.	23.72	19.24	22.53	19.41	17.63	19.02	
	Repairs of carriages & waggons	3.45	3.33	3.44	2.78	3.14	2.87	
	Traffic charges.....	20.01	21.34	20.36	17.85	20.22	18.41	
	Compensation—Personal	0.04	0.03	0.05	0.64	0.18	0.52	
	Do. Goods	0.04	0.03	0.04	0.05	0.05	0.04	
	Miscellaneous	1.99	1.97	1.98	1.61	1.93	1.68	
Total.....	%	64.60	60.43	63.49	55.37	57.14	55.79	

The total working expenditure, compared with 1879, increased—
 38,604 or 8·53 per cent. for South and West lines.
 4,394 or 2·89 „ North line.
 42,998 or 7·11 „ all lines.

The expenditure per average mile of line open—
 Decreased £21 for South and West lines.
 Decreased £52 for North line.
 Decreased £30 for all lines.

The expenditure per train mile shows as follows:—
 A decrease of 1·57 for South and West lines.
 A decrease of 0·70 for North line.
 A decrease of 1·50 for all lines.

The proportion of expenditure to gross receipts from all sources shows—
 55·37 per cent. for South and West lines.
 57·14 „ North line.
 55·79 „ all lines.

For the year 1879 the proportion of expenditure to gross receipts was 63·49, showing a reduction in the twelve months of 7·70 per cent.

Net Earnings.

Percentage of net earnings to capital. The per-centage of net earnings to capital expended in 1880, as against 1879, was as under:—

	1879.			1880.		
	No. of miles.	Capital invested.	Per-centage of interest.	No. of miles.	Capital invested.	Per-centage of interest.
South and West	506	7,781,788	3·19	621	9,052,752	4·37
North	228½	2,624,707	3·80	228½	2,726,067	4·31
All Lines	734½	10,406,495	3·34	849½	11,778,819	4·36

Percentages of gross earnings, working expenditure, and net earnings to capital. The subjoined abstract furnishes the per-centages which the gross earnings, the working expenditure, and the net earnings bear to the capital expended on lines in operation for 1880, as compared with 1879.

		1879.			1880.		
		S. & W.	North.	Total.	S. & W.	North.	Total.
Net receipts from all sources...	£	247,985	99,660	347,645	395,842	117,456	513,298
Do. per average mile...	£	493	484	490	708	515	652
Do. per train mile	d.	25·97	37·30	28·45	36·94	42·20	38·03
Proportion of gross receipts to capital.	%	9·00	9·59	9·15	9·80	10·05	9·86
Do. of expenditure to capital.	„	5·81	5·79	5·81	5·43	5·74	5·50
Do. of net receipts to capital.	„	3·19	3·80	3·34	4·37	4·31	4·36

The

The net earnings from all sources for the year show as follows:—

£147,857, or 59·62 per cent. increase, S. & West,
 17,796, or 17·86 " " North.
 165,653, or 47·62 " " all Lines.

The net earnings per average mile of line open show an

Increase of £215 for S. and West Lines.
 „ of £31 for North Line.
 „ of £162 for all Lines.

The proportion of gross earnings to capital

Increased 0·80 on S. & West Lines.
 „ 0·46 on North Line.
 „ 0·71 on all Lines.

The proportion of expenditure to capital

Decreased 0·38 on S. & West Lines.
 „ 0·05 on North Line.
 „ 0·31 on all Lines.

The proportion of net earnings to capital

Increased 1·18 on S. & West Lines.
 „ 0·51 on North Line.
 „ 1·02 on all Lines.

The following is a summary of the gross earnings, working expenditure, and net earnings of the Railways for 1880, as against 1879:—

Summary of
 gross earnings,
 working ex-
 penditure, and
 net earnings
 for 1879 and
 1880.

	South and West.	North.	Total.
	£	£	£
Gross earnings, 1880	886,942	274,075	1,161,017
Do. 1879	700,481	251,885	952,366
Increase for 1880	186,461	22,190	208,650
Working expenditure, 1880	491,100	156,619	647,719
Do. 1879	452,496	152,225	604,721
Increase for 1880	38,604	4,394	42,998
Net earnings, 1880	395,842	117,456	513,298
Do. 1879	247,985	99,660	347,645
Increase for 1880	147,857	17,796	165,653

This gratifying result, showing an increase of £165,653, has been brought about by two causes, viz., a large increase in the traffic, and economy in the working expenditure. The former is represented by the sum of £142,043, and the saving by the sum of £23,610.

Division of
lines into sec-
tional areas.

8.—DIVISION OF THE RAILWAY LINES INTO SECTIONAL AREAS.

In continuation of the course adopted, for the first time, in the Report for 1879, I append statements of the Capital, Revenue, and Expenditure, on the various sections of the Great Southern, Western, Richmond, and Northern Railways for the year ending 31st December, 1880, divided as follows :—

1. Suburban Section—Sydney to Parramatta	14 miles.
2. First Section of Great Southern Railway—Granville to Goulburn ...	121 "
3. Second Section of Great Southern Railway—Goulburn to Gerogery ...	234 "
4. First Section of Great Western Railway—Parramatta to Bathurst ...	131 "
5. Second Section of the Great Western Railway—Bathurst to Wellington...	103 "
6. Richmond Branch—Blacktown to Richmond	16 "
7. First Section of Great Northern Railway—Newcastle to Murrurundi ...	124 "
8. Second Section of Great Northern Railway—Murrurundi to Tamworth ...	62 "
9. North-western Railway—Werris Creek to Gunnedah	41 "

In this distribution each section is credited, as explained in my Report for 1879, not only with its own earnings but with the proportion of earnings which it contributes to other sections, in the same way as revenue derived from through traffic in England, running over the lines of several Companies, is apportioned, at the London Railway Clearing House, according to the mileage run and the allowances for loading and unloading goods and other terminal charges. The working expenses have been ascertained—for the maintenance of way and works—by keeping a separate account of the actual cost of each section, and for locomotive and traffic charges, by apportionment of the cost of total train mileage to train mileage run upon each section.

A comparison of these statements with those for 1879 will show that the traffic on the new lines has much improved, and that the old lines have been greatly benefited thereby. Each extension as it is opened for traffic assists in developing the resources of the interior of the Country, and promotes its settlement—fresh fields for the profitable employment of labour are provided, and while, by these means, yearly increasing traffic is brought to the new lines, the portions of the old lines which have been completed are made more productive and self supporting.

Railway re-
turns for 1870
compared
with returns
for 1880.

In proof of this, the Railway returns of 1870 may be compared with those of 1880, the interval embracing a period of ten years. In 1870 there were 339 miles of line open—the number of passengers carried was 776,707, and the weight of goods 766,523 tons; the receipts per mile of line were £936; the train miles run were 1,150,490; the receipts per train mile 81·81d.; the expenses per train mile 54·86d.; and the gross working expenses 67·08 per cent. of the receipts, leaving a net profit of 32·92 per cent. of the receipts, equal to 1·82 per cent. on the capital invested in construction. In 1880 there were 849 miles of railway open—the number of passengers was 5,440,138; the weight of goods 1,712,971 tons; the receipts per mile of line were £1,475; the train miles run 3,239,472; the receipts per train mile 86·02d.; the expenses per train mile 47·99d.; and the proportion of working expenses to total earnings was 55·79 per cent., leaving a net profit of 44·21 per cent. of the earnings, equal to 4·36 per cent. on the capital invested in construction.

GREAT

GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS, 1880.

Expenditure.				Earnings.		
All Sections—Southern, Western, and Richmond.		Cost per train mile.	Percent. to earnings.	All Sections—Southern, Western, and Richmond.		Earnings per train mile.
Miles open	619			Train mileage—		
Train miles	2,571,545			Coaching	1,120,060	
				Goods	1,451,485	
				Total	2,571,545	
Locomotive Power	£ 196,842	d. 18·36	22·19	Coaching	£ 312,998	d. 67·07
Permanent Way expenses	115,583	10·79	13·03	Goods	573,944	94·90
Traffic expenses	164,403	15·35	18·54			
General charges	14,272	1·33	1·61			
	491,100	45·83	55·37			
Balance, net earnings...	395,842					
	886,942				£ 886,942	82·78
	£					
Capital expended	£9,047,873.			Net earnings per cent. on capital...	4·37.	
1879. "	7,776,910.			"	3·19.	

SUBURBAN SECTION.—SYDNEY TO PARRAMATTA.

Expenditure.				Earnings.		
Sydney to Parramatta.		Cost per train mile.	Percent. to earnings.	Sydney to Parramatta.		Earnings per train mile.
Miles open	14			Train mileage—		
Train miles	475,222			Coaching	387,848	
				Goods	87,374	
				Total	475,222	
Locomotive Power	£ 36,377	d. 18·36	22·01	Coaching	£ 95,628	d. 59·17
Permanent Way expenses	11,880	6·00	7·19	Goods	69,602	191·18
Traffic expenses	30,382	15·35	18·39			
General charges	2,637	1·33	1·60			
	81,276	41·04	49·19			
Balance, net earnings...	83,954					
	165,230				£ 165,230	83·44
	£					
Capital expended	£1,224,189.			Net earnings per cent. on capital ...	6·86.	
1879. "	1,145,914.			"	5·68.	

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FIRST SECTION, SOUTH.—GRANVILLE TO GOULBURN.

Expenditure.				Earnings.		
Granville to Goulburn.		Cost per train mile.	Percent. to earnings.	Granville to Goulburn.		Earnings per train mile.
Miles open.....	Train miles			Coaching.....	Goods .....		Total.....
121	534,607			228,814	305,793	
				Total.....534,607		
	£	d.			£	d.
Locomotive Power ...	40,922	18 36	19 05	Coaching	70,051	73 48
Permanent Way expenses	25,672	11 53	11 95	Goods	144,720	113 58
Traffic expenses	34,178	15 35	15 92			
General charges	2,967	1 33	1 38			
	103,739	46 57	48 30			
Balance, net earnings ...	111,032					
	£ 214,771				£ 214,771	96 42
Capital expended... ..	£2,056,969.		Net earnings per cent. on capital...5 39.			
1879. "	2,009,215.		" " ...4 03.			

SECOND SECTION, SOUTH.—GOULBURN TO GEROGERY.

Expenditure.				Earnings.		
Goulburn to Gerogery.		Cost per train mile.	Percent. to earnings.	Goulburn to Gerogery.		Earnings per train mile.
Miles open.....	Train miles			Coaching.....	Goods .....		Total .....
234	522,113			168,009	354,104	
				Total		522,113
	£	d.			£	d.
Locomotive Power ...	39,966	18 36	26 24	Coaching	54,056	77 22
Permanent Way expenses	36,279	16 68	23 81	Goods	98,292	66 62
Traffic expenses	33,379	15 35	21 91			
General charges	2,898	1 33	1 90			
	112,522	51 72	73 86			
Balance, net earnings ...	39,826					
	£ 152,348				£ 152,348	70 03
Capital expended... ..	£2,046,287.		Net earnings per cent. on capital...1 94.			
1879. "	1,469,720.		" " ...0 28.			

REPORT OF THE COMMISSIONER FOR RAILWAYS—1880.

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FIRST SECTION, WEST.—PARRAMATTA TO BATHURST.

Expenditure.				Earnings.			
Parramatta to Bathurst.		Cost per train mile.	Percent. to Earnings.	Parramatta to Bathurst.		Earnings per train mile.	
Miles open	Train miles			Coaching	Goods		
131	754,710			228,227	526,483		
				Total	754,710		
	£	d.			£	d.	
Locomotive Power	57,770	18 36	21 67	Coaching	66,742	70 18	
Permanent Way expenses	25,360	8 07	9 51	Goods	199,910	91 13	
Traffic expenses	48,250	15 35	18 09				
General charges	4,188	1 33	1 57				
	135,568	43 11	50 84				
Balance, net earnings...	131,084						
	266,652				266,652	84 80	
	£				£		
Capital expended	£2,684,795.			Net earnings per cent. on capital	4 88.		
1879.	2,590,741.			"	3 62.		

SECOND SECTION, WEST.—BATHURST TO WELLINGTON.

Expenditure.				Earnings.			
Bathurst to Wellington.		Cost per train mile.	Percent. to Earnings.	Bathurst to Wellington.		Earnings per train mile.	
Miles open	Train miles			Coaching	Goods		
103	240,130			83,706	156,424		
				Total	240,130		
	£	d.			£	d.	
Locomotive Power	18,381	18 36	23 42	Coaching	21,263	60 96	
Permanent Way expenses	13,584	13 56	17 31	Goods	57,221	87 79	
Traffic expenses	15,352	15 35	19 56				
General charges	1,333	1 33	1 70				
	48,650	48 62	61 99				
Balance, net earnings...	29,834						
	78,484				78,484	78 44	
	£				£		
Capital expended	£896,074.			Net earnings per cent. on capital	3 33.		
1879.	430,478.			"	1 70.		

RICHMOND BRANCH—BLACKTOWN TO RICHMOND.

Expenditure.				Earnings.		
Blacktown to Richmond. Miles open 16 Train miles 44,763		Cost per train mile.	Percent. to Earn- ings.	Blacktown to Richmond. Train mileage— Coaching 23,456 Goods 21,307 Total 44,763		Earn- ings per train mile.
	£	d.			£	d.
Locomotive Power ...	3,426	18 36	36 23	Coaching ...	5,258	53 80
Permanent Way expenses	2,808	15 06	29 69	Goods ...	4,199	47 30
Traffic expenses ...	2,862	15 35	30 27			
General charges ...	249	1 33	2 63			
	9,345	50 10	98 82			
Balance, net earnings ...	112					
	£ 9,457				£ 9,457	50 70
Capital expended ...	£139,559.			Net earnings per cent. on capital ...	0 08.	
1879. " ...	130,842.			Loss " ...	1 99.	

GREAT NORTHERN AND NORTH-WESTERN RAILWAYS.

Expenditure.				Earnings.		
All Sections North and North-west. Miles open 227 Train miles 667,927		Cost per train mile.	Percent. to Earn- ings.	All Sections North and North-west. Train mileage— Coaching 268,050 Goods 399,877 Total 667,927		Earn- ings per train mile.
	£	d.			£	d.
Locomotive Power ...	56,902	20 45	20 76	Coaching ...	77,152	69 08
Permanent Way expenses	38,268	13 75	13 96	Goods ...	196,923	118 19
Traffic expenses ...	56,056	20 14	20 45			
General charges ...	5,393	1 94	1 97			
	156,619	56 28	57 14			
Balance, net earnings ...	117,456					
	£ 274,075				£ 274,075	98 48
Capital expended ...	*£2,726,068.			Net earnings per cent. on capital ...	4 31.	
1879. " ...	2,624,707.			" " ...	3 80.	

REPORT OF THE COMMISSIONER FOR RAILWAYS—1880.

FIRST SECTION, NORTH.—NEWCASTLE TO MURRURUNDI.

Expenditure.				Earnings.			
Newcastle to Murrurundi. Miles open..... 124 Train miles .....460,742		Cost per train mile.	Percent. to Earn- ings.	Newcastle to Murrurundi. Train mileage— Coaching .....186,973 Goods.....273,769 Total .....460,742		Earnings per train mile.	
	£	d.			£	d.	
Locomotive Power ...	39,252	20·45	19·22	Coaching ...	58,244	74·76	
Permanent Way expenses	21,174	11·03	10·37	Goods ...	145,958	127·95	
Traffic expenses ...	38,668	20·14	18·94				
General charges ...	3,720	1·94	1·82				
	102,814	53·56	50·35				
Balance, net earnings...	101,388						
	204,202				204,202	106·37	
	£				£		
Capital expended ...	£1,945,587.			Net earnings per cent. on capital...	5·21.		
1879. " ...	1,903,265.			" "	4·69.		

SECOND SECTION, NORTH.—MURRURUNDI TO TAMWORTH.

Expenditure.				Earnings.			
Murrurundi to Tamworth. Miles open..... 62 Train miles .....152,468		Cost per train mile.	Percent. to earn- ings.	Murrurundi to Tamworth. Train mileage— Coaching .....50,946 Goods.....101,522 Total .....152,468		Earnings per train mile.	
	£	d.			£	d.	
Locomotive Power ...	12,989	20·45	23·02	Coaching ...	15,169	71·46	
Permanent Way expenses	11,398	17·94	20·20	Goods ..	41,252	97·52	
Traffic expenses ...	12,796	20·14	22·68				
General charges ...	1,231	1·94	2·19				
	38,414	60·47	68·09				
Balance, net earnings...	18,007						
	56,421				56,421	88·81	
	£				£		
Capital expended ...	£518,374.			Net earnings per cent. on capital...	3·47.		
1879. " ...	471,955.			" "	2·60.		

NORTH-WESTERN RAILWAY.—WERRIS CREEK TO GUNNEDAH.

Expenditure.				Earnings.		
Werris Creek to Gunnedah.		Cost per train mile.	Percent to earn- ings.	Werris Creek to Gunnedah.		Earn- ings per train mile.
Miles open	41			Train mileage—		
Train miles	54,717			Coaching	30,131	
				Goods	24,586	
				Total	54,717	
	£	d.			£	d.
Locomotive Power ...	4,661	20 45	34 65	Coaching	3,738	29 77
Permanent Way expenses	5,696	24 98	42 34	Goods	9,714	94 82
Traffic expenses ...	4,592	20 14	34 14			
General charges...	442	1 94	3 28	Balance—	13,452	59 00
				Loss on working ...	1,939	
	£	15,391	67 51	114 41	£	15,391
Capital expended... ..	£262,107.			Loss per cent. on capital... ..	0 74.	
1879. "	249,487.			"	0 74.	

STATEMENT OF PROFIT AND LOSS.

Sections.	Capital expended.	Per cent. on Capital.	
		Profit.	Loss.
	£		
Suburban—Sydney to Parramatta	1,224,189	6 86	...
1st Southern—Granville to Goulburn ...	2,056,969	5 39	...
2nd „ Goulburn to Gerogery	2,046,287	1 94	...
1st Western—Parramatta to Bathurst ...	2,684,795	4 88	...
2nd „ Bathurst to Wellington	896,074	3 33	...
Richmond—Blacktown to Richmond ...	139,559	0 08	...
1st Northern—Newcastle to Murrurundi ...	1,945,587	5 21	...
2nd „ Murrurundi to Tamworth	518,374	3 47	...
North-western—Werris Creek to Gunnedah	262,107	...	0 74
Total	£ 11,773,941*	4 36	...
1879	£ 10,401,617*	3 34	...

* The cost of the old Pitt-street Tramway, viz., £4,878, is not included in these returns.

9.—TON MILEAGE.

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

	South & West.		North.	Total.
	Miles.			
Average mileage per passenger	12.40		24.03	13.45
Average mileage per ton—goods and live stock	87.72		17.42	46.51
Average receipts per mile per passenger	d. 1.08		1.28	1.12
Average receipts per ton per mile, coaching traffic	15.84		17.14	16.08
Average receipts per ton per mile, goods traffic	2.21		2.70	2.32
Average receipts for coaching traffic per ton per mile, including tare ... ..	.525		.636	.544
Average receipts for goods traffic per ton per mile, including tare ... ..	.522		.612	.542

In the Appendix to this Report will be found the ton mileage returns of our lines for 1880, and details of the net earnings of the different descriptions of goods traffic are afforded in the following tables.

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

GREAT SOUTHERN, WESTERN, AND RICHMOND LINES.

Ton Mileage.

Description of Goods.	Weight carried.	Miles carried.	Average miles per ton.	Freight.	Tonnage amount per mile per ton.	Per ton per mile, net and tare.	Working expenses per ton per mile.	Net earnings per ton per mile.
	Tons.	No.	No.	£	d.	d.	d.	d.
Flour	16,884	2,007,845	118.92	11,080	1.32	.419	.252	.167
Wheat	13,163	1,354,431	102.90	7,192	1.27	.404	.252	.152
Coal	74,211	6,642,130	89.50	28,129	1.02	.282	.252	.030
Firewood	121,523	3,210,440	26.42	16,701	1.25	.332	.252	.080
Road-metal ...	35,592	1,072,455	30.13	5,675	1.27	.350	.252	.098
Shale	18,106	1,433,531	79.17	6,182	1.04	.277	.252	.035
Hay and Straw	24,573	2,046,999	83.30	13,040	1.53	.284	.252	.032
Wool	29,529	5,691,494	192.74	61,166	2.58	.446	.252	.194
Live stock	20,876	3,545,505	169.84	38,874	2.63	.331	.252	.079
All other goods	354,539	35,137,240	99.25	385,905	2.63	.681	.252	.429
Total	708,996	62,192,070	87.72	573,944	2.21	.522	.252	.270

The large items of goods traffic on Great Southern, Western, and Richmond lines distinguished.

Description of Goods.	Ton mileage.	Freight received.	Net earnings per ton per mile.	Proportion of net earnings.
	No.	£	d.	£
Flour	6,343,906	11,080	.167	4,415
Wheat	4,269,012	7,192	.152	2,704
Coal	23,936,626	28,129	.030	2,999
Firewood	12,071,482	16,701	.080	4,024
Road-metal	3,890,445	5,675	.098	1,589
Shale	5,354,900	6,182	.035	781
Hay and Straw	11,014,009	13,040	.032	1,469
Wool	32,941,386	61,166	.194	26,628
Live stock	28,164,906	38,874	.079	9,271
All other goods	135,837,192	385,905	.429	242,867
Total	263,873,864	573,944	.270	296,747

The proportion to net earnings which they contributed shown.

GREAT NORTHERN RAILWAY.

The large items of goods traffic on Great Northern line distinguished.

Description of Goods.	Weight carried.	Miles carried.	Average miles per ton.	Freight.	Tonnage amount per mile per ton.	Per ton per mile, net and tare.	Working expenses per ton per mile.	Net earnings per ton per mile.
	Tons.	No.	No.	£	d.	d.	d.	d.
Flour	6,767	390,248	57.67	2,473	1.52	.496	.282	.214
Wheat	2,607	149,077	57.18	860	1.38	.450	.282	.168
Hay and Straw	7,422	269,405	36.30	2,458	2.19	.407	.282	.125
Coal (Government trucks)	2,669	183,248	68.66	767	1.00	.298	.282	.016
Coal (owners' trucks)	848,128	5,801,693	6.84	37,966	1.57	.540	.356	.184
Firewood	184	2,211	12.01	16	1.74	.461	.282	.179
Wool	11,421	1,788,210	156.57	21,952	2.95	.526	.282	.244
Live stock	5,206	492,928	94.68	7,807	3.80	.493	.282	.211
All other goods	119,571	8,409,388	70.33	122,624	3.50	.687	.282	.405
Total	1,003,975	17,486,408	17.42	196,923	2.70	.612	.298	.314

The proportion to net earnings which they contributed shown.

Description of Goods.	Ton mileage.	Freight received.	Net earnings per ton per mile.	Proportion of net earnings.
	No.	£	d.	£
Flour	1,197,286	2,473	.214	1,067
Wheat	458,183	860	.168	320
Hay and Straw	1,448,587	2,458	.125	754
Coal (Government trucks)	618,283	767	.016	41
Coal (owners' trucks)	16,861,872	37,966	.184	12,927
Firewood	8,334	16	.179	6
Wool	10,008,424	21,952	.244	10,175
Live stock	3,801,402	7,807	.211	3,342
All other goods	42,840,778	122,624	.405	72,439
Total	77,243,149	196,923	.314	101,071

10.—WOOL TRAFFIC.

The following is a return of the Wool carried on the Railways for the years 1879 and 1880.

Returns for 1880 compared with 1879. Appendix No. 23, p. 63.

	South and West.	North.	Total.
No. of bales in 1880	165,477	59,126	224,603
Do. 1879	126,642	47,878	174,520
Increase in 1880	38,835	11,248	50,083
Revenue in 1880 £	61,166	21,952	83,118
Do. 1879 £	43,718	18,157	61,875
Increase in 1880 £	17,448	3,795	21,243

Increase in quantity of wool conveyed

It will be seen that the increase in the number of bales on the Southern and Western lines is equal to 30.67 per cent., and on the Northern line to 23.49 per cent.

The

The following is an estimate of the shipments at the ports of Sydney, Melbourne, Adelaide, and Brisbane of wool grown in New South Wales, the clip of 1880-81 :—

Port of Shipment.	Sheep.	Wool.	Estimated shipments of wool clip.
		lbs.	
Sydney... ..	22,011,922	82,000,934	
Melbourne	10,984,722	59,907,690	
Adelaide	2,287,088	9,963,085	
Brisbane	114,389	446,232	
Total	35,398,121	152,317,941	

The following is a return showing the number of sheep in the Colony, at the close of the years 1879 and 1880 :—

Districts.	Number of Sheep		Increase on 1 January, 1881.	Decrease on 1 January, 1881.	Per-centage of Increase or Decrease.		Number of sheep in the Colony.
	1 January, 1880.	1 January, 1881.			Increase.	Decrease.	
Border... ..	14,471,047	11,796,742	.....	2,674,305	.....	13.47	
Northern	5,913,415	6,333,365	424,950	.....	7.18	...	
Southern	3,468,815	7,546,175	4,077,360	.....	117.54	...	
Western	5,615,419	9,716,839	4,101,420	.....	73.04	...	
Total	29,468,696	35,398,121	8,603,730	2,674,305	20.12	...	

The decrease in the number of sheep in the Border District is apparent only and not real. For the purpose of this calculation the boundaries of the Southern and Western Districts are increased as the Railways are extended, and the area of the Border District is necessarily decreased.

NO. 11.—COAL TRAFFIC.

From the figures given in the following tables it will be seen that during 1880 there was, as compared with the traffic of 1879, a great decrease in the amount of coal carried on the Great Northern Railway. The predominating causes were the absence from this trade of many of the large foreign-going ships which usually come to Newcastle for coal, and the strike of the miners of the Associated Collieries.

Decrease in coal traffic.
Appendix Nos. 26, 27, pp. 71, 72.

The following were the quantities shipped for foreign and intercolonial ports :—

	Tons.
1879	860,375
1880	673,393
Decrease	186,982

This decrease, however, was in a large degree met by the increased traffic in coal, locally consumed, and shipped coastwise.

The total quantity of coal carried on the Great Northern Railway for the years 1879 and 1880 was as under :—

Appendix No. 32, p. 75.

	Tons.	Freight.	Average rate per ton.
1879	958,976	£45,796	11½d.
1880	850,806	38,736	11d.
Decrease	108,170	£7,060	½d.

It

Increase in coal traffic in 1881.

It is satisfactory to observe that during the present year the traffic has greatly revived. The return for the first five months is as follows :—

	Tons.
January to May, 1880	283,054
Do. 1881	367,697
Increase	84,643

and as the trade seems now to be unfluctuating there is every reason to believe that the quantity of coal carried in 1881 will exceed the quantity carried in 1879.

Coal traffic on Southern and Western Lines.

The coal traffic upon the Southern and Western Lines continues to increase. The quantities hauled in 1879 and 1880, inclusive of shale, were as under :—

		Tons.	Freight.	Per ton.
Appendix No. 33, p. 76.	1880	89,590	£33,296	7s. 5½d.
	1879	76,686	£27,591	7s. 2½d.
	Increase	12,904	£5,705	0s. 3d.

In addition to the above there were 78,666 tons conveyed for the Department, the freight on which amounted to £31,964. As this coal was used for locomotive purposes, the sum named has not been included in the revenue returns of traffic.

12.—RETURNS.

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

- | | |
|---------------------------------------|---|
| Appendix No. 19, p. 58. | 1. The rolling stock manufactured during 1880, with names of contractors, &c. |
| Appendix No. 21, p. 59-62. | 2. The particulars of the various classes of merchandise carried, its tonnage, and freight value. |
| Appendix No. 21, p. 63-66. | 3. The revenue and expenditure at each of the Stations. |
| Appendix No. 22, p. 67. | 4. Live stock traffic. |
| Appendix No. 24, p. 69. | 5. Statement of the value of the live stock and wool, &c., exported over the Border. |
| Appendix No. 25, p. 70. | 6. Business transacted at Central Booking Office. |
| Appendix Nos. 26 to 34, pp. 71 to 76. | 7. Detailed returns of the coal traffic. |
| Appendix Nos. 36, 37, pp. 77-79. | 8. Particulars of the suburban passenger traffic. |
| Appendix No. 46, pp. 95-105. | 9. Merchandise traffic rates from 1877 to 1880. |
| Appendix No. 47, pp. 106-117. | 10. Comparative statement of the rates of railway carriage in all the Australian Colonies. |

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|--|--|
| 11. Return of accidents. | Appendix No.
48, pp. 118,
119. |
| 12. Table of the progress and financial position of the railways, from 1855 to the end of 1880. | Appendix No.
49, p. 120. |
| 13. Number and classification of employés, and the scales of, and total amount paid for, salaries and wages. | Appendix Nos.
50, 51, pp.
121-126. |
| 14. Return of free passes issued during 1880. | Appendix No.
52, p. 127. |

Annexed to the appendix are thirteen coloured diagrams, showing the following particulars of the Railway transactions for each of the twenty-six years from 1855 to the end of 1880 :—

1. Length of line opened on 31st December in each year.
2. Number of Passengers.
3. Tonnage of goods.
4. Earnings from coaching traffic.
5. Earnings from goods traffic.
6. Gross and net earnings and working expenses.
7. Working expenses.
8. Earnings per train mile.
9. Working expenses per train mile.
10. Percentage of working expenses to gross earnings.
11. Net earnings.
12. Capital invested in lines open.
13. Interest on capital.

A Railway map is also appended, showing in colors the Railway systems of the Colony, the lines constructed, under construction, and authorized.

13.—RECAPITULATION.

The transactions during the year are thus summarized :—

The total expenditure for construction was £13,042,041, of which the sum of £11,778,819 was expended on lines opened for traffic.

The net earnings were £513,219, yielding 3·94 per cent. to the total capital expenditure, and 4·36 per cent. to the capital expended on lines open for traffic.

At the close of the year, 849½ miles of line were open for traffic, and 347 miles were in the course of construction.

The rolling stock consisted of 215 locomotives, 490 coaching, and 4,443 goods vehicles.

The cost of the railway materials, in the conveyance of which 101 vessels were employed, amounted to £321,703, and the freight and insurance to £36,954, making a total of £358,657.

During

During the year 84,909 trains, of which 52,581 were passenger and 32,328 goods trains, were run a distance of 3,239,472 miles. The earnings amounted to £1,161,017, and the working expenditure to £647,719 or 55·79 per cent. of the earnings. 5,440,138 passengers travelled, of whom 1,495,662 were first class, and 3,944,476 were second class. Included in these figures are 12,375 season-ticket holders, representing 1,638,324 journeys. The proportion percentage of these classes is for first class passengers 15·10, second class 54·79, and for season-ticket holders 30·11.

The merchandise traffic consisted of 793,498 head of live stock, 224,603 bales of wool, 1,123,166 tons of minerals, and 522,773 tons of general goods.

The earnings per mile open were £1,475, the expenditure was £823 the net earnings were £652.

The earnings per train mile were 86·02d., the expenses 47·99d., and the net earnings 38·03d.

There was an increase of 164,151 in the number of first class passengers, of 646,777 second class, and 311,346 in the journeys made by season-ticket holders, also an increase in the receipts of £70,199 from coaching traffic, and of £138,451 from goods traffic—making a total increase of £208,650. The interest upon capital invested in lines open for traffic, increased from 3·34 to 4·36 per cent.

At the termination of this Report upon the Railway transactions for last year, it will not be considered inappropriate for me to allude to the liberal provision recently made by Parliament, by which the additional sum of £7,626,500 has been voted for carrying out the policy of the Government in connection with Railway extension, and also to the favourable light in which the loan to be raised for this purpose is looked upon in the London market.

To everyone who takes an interest in the welfare of New South Wales, it must be highly gratifying to learn that, at the great seat of commercial enterprise in Europe, so large an amount of confidence is felt in the stability and progress of the Colony, and still more gratifying to know that, in view of the magnitude and variety of the material and social advantages which must follow the development of our Railway system, such confidence is well founded. It may be safely expected that, by bringing the great centres of population into direct railway communication with each other, one of the most important of these advantages will be speedily realized in the establishment of a community of interests between all the Colonies of the Australian Continent.

I have the honor to be,
Sir,
Your obedient Servant,



To the Honorable John Lackey,
&c., &c., &c.,
Secretary for Public Works.

TRAMWAYS OF NEW SOUTH WALES.

Department of Public Works, Railway Branch,
Sydney, 1st July, 1881.

Sir,

In my Report, dated 1st September last, I had the honor to submit a *résumé* of the history of the introduction of Tramways into New South Wales, and have now only briefly to state the transactions of this branch of the Railway Department for the past year.

At the close of 1880 there were 4 miles of Tramway open for traffic, the capital expended upon which, inclusive of rolling stock and workshops, was £60,218, as under :—

Lines opened for traffic.	Length in Miles.	Total Cost.	Cost per Mile.
Redfern to Hunter-street (double line)	1½	£ 24,993	£ 16,662
Elizabeth-street to Moore Park (single).....	1	5,454	5,454
Moore Park to Randwick (double line)	1½	11,834	7,889
Average cost construction of lines open	4	42,281	10,570
Rolling stock £16,615	.....	.....	.....
Machinery 513	.....	.....	.....
Furniture 809	.....	17,937	.....
Average cost per mile, including all charges	4	60,218	15,054

The following table shows the capital expenditure on the lines open and under construction to 31st December, 1880 :—

Lines, &c.	Total Expenditure to 31st December, 1879.	Amount expended in 1880.	Total Expenditure to 31st December, 1880.
	£ s. d.	£ s. d.	£ s. d.
Redfern to Hunter-street	15,227 10 8	9,765 3 4	24,992 14 0
Elizabeth-street to Moore Park .. . . .	.....	5,454 3 8	5,454 3 8
Moore Park to Randwick .. . . .	.....	11,834 11 7	11,834 11 7
Darlinghurst to Waverley .. . . .	.....	329 19 6	329 19 6
Total construction	15,227 10 8	27,383 18 1	42,611 8 9
Rolling stock	6,546 13 1	10,068 9 5	16,615 2 6
Machinery	287 3 10	225 13 2	512 17 0
Furniture	207 12 2	601 2 11	808 15 1
Trial surveys	22 1 11	1,330 18 9	1,353 0 8
Grand total	22,291 1 8	39,610 2 4	61,901 4 0

Capital expended.
Lines open and under construction.

Gross earnings, working expenditure, and net earnings.

In the following Returns are given the gross earnings, the working expenditure, and the net earnings of the Lines in operation during 1880:—

SECTION—REDFERN TO HUNTER-STREET.

Expenditure.				Receipts.		
Redfern to Hunter-street. No. of miles open ... 1½ Train mileage 60,638		Cost per train mile.	Per cent. to Earnings.	Redfern to Hunter-street. No. of miles open ... 1½ Train mileage 60,638		Earnings per train mile.
Locomotive Power ...	£ 4,766	d. 18 86	34·07	Receipts ...	£ 13,990	d. 55·37
Permanent Way Expenses	1,300	5 14	9·29			
Traffic do.	2,793	11 06	19·96			
General Charges ...	758	3 00	5·42			
Balance ...	9,617	38 06	68·74			
	£ 4,373					
	£ 13,990				£ 13,990	55·37
Capital expended ...			£38,549	Net earnings per cent. on capital, 11·34		

SECTION—LIVERPOOL-STREET TO RANDWICK RACECOURSE.

Expenditure.				Receipts.		
Liverpool-street to Randwick Racecourse. No. of miles open ... 2½ Train mileage 23,436		Cost per train mile.	Per cent. to Earnings.	Liverpool-street to Randwick Racecourse. No. of miles open ... 2½ Train mileage 23,436		Earnings per train mile.
Locomotive Power ...	£ 2,231	d. 22 85	44·71	Receipts ...	£ 4,990	d. 51·10
Permanent Way Expenses	279	2 86	5·59			
Traffic do.	929	9 51	18·62			
General Charges ...	388	3 97	7·77			
Balance ...	3,827	39 19	76·69			
	£ 1,163					
	£ 4,990				£ 4,990	51·10
Capital expended ...			£21,669	Net earnings per cent. on capital, 18·40		

ALL SECTIONS.

Expenditure.				Receipts.		
All Sections. No. of miles open ... 4 Train mileage 84,074		Cost per train mile.	Per cent. to Earnings.	All Sections. No. of miles open 4 Train mileage 84,074		Earnings per train mile.
Locomotive Power ...	£ 6,997	d. 19 97	36·86	Receipts ...	£ 18,980	d. 54·18
Permanent Way Expenses	1,579	4 51	8·32			
Traffic do.	3,722	10 63	19·61			
General Charges ...	1,146	3 27	6·04			
Balance ...	13,444	38 38	70·83			
	£ 5,536					
	£ 18,980				£ 18,980	54·18
Capital expended ...			£60,218	Net earnings per cent. on capital, 12·34		

The number of Passengers carried on the Tramways during the year 1880 was 2,086,897, equal to 521,724 per mile of line. As, however, of the 4 miles of line in operation, $2\frac{1}{2}$ miles were opened for the last four months of the year only, the average annual mileage did not exceed $2\frac{1}{2}$ miles. The number of Passengers who travelled over this length was equal to 834,758 per mile of line, and is considerably greater than the number travelling annually over any mile of Tramway in the United Kingdom.

Since the close of the year 1880 the following additional lengths of Tramway have been opened for traffic :—

From the Randwick Race-course to Randwick, 1 mile and 6 chains, opened on the 19th March, 1881.

From Darlinghurst to Waverley, 2 miles 61 chains, opened on the 13th April, 1881.

From South Head Road to Woollahra, 66 chains, opened on the 17th May, 1881.

The following are the lines under construction :—

From Oxford-street by Crown-street to Cleveland street, 68 chains. This extension can be opened for traffic upon the completion of the double line in Oxford-street, which is now being proceeded with.

From Campbelltown to Camden, 7 miles 29 chains.—There were ten tenders received for this contract, of which Messrs. Topham, Angus, & Co.'s tender was the lowest, for the sum of £13,462. The work is to be completed by the 31st January, 1882.

From Newtown to Marrickville, 1 mile 69 chains.—Of the ten tenders received for this contract, Messrs. Topham, Angus, & Co.'s tender was the lowest, for the sum of £9,541. The work is to be completed by the 7th October next.

From Redfern to Botany, 6 miles 30 chains.—Of the twelve tenders received for this contract, the tender of Messrs. Topham, Angus, & Co. was again the lowest, for the sum of £14,630. The work is to be completed by the 31st December next.

Tenders have been invited, to be opened on the 2nd August, for the line from Redfern to Glebe Point, and branch line through Forest Lodge to Camperdown— $2\frac{1}{2}$ miles.

Tenders will shortly be invited for the following extensions :—

From George-street West to Newtown, and thence to Cook's River—4 miles 3 chains.

From the Northern end of the City to the Parramatta-street Bridge.

Tramways
authorized
and progress
made.

In the subjoined table is given a statement of the Tramways authorized, the total length opened, the extent of double line, and the authorized lengths remaining to be constructed:—

Tramway.	Length of Line sanctioned.		Length opened for Traffic.		Portion laid with double rail.		Lengths remaining to be finished.		Progress made on 1 July, 1881.	
	M.	C.	M.	C.	M.	C.	M.	C.	M.	C.
Hunter-street to Redfern.....	1	33	1	33	1	23	.....	.....	.....	.....
Elizabeth-street to Waverley ...	3	38	3	38	.....	.....	.....	.....	.....	.....
South Head Road to Woollahra.	0	66	0	66	.....	.....	.....	.....	.....	.....
Oxford-street <i>via</i> Crown-street to Randwick Road	1	36	.....	.....	.....	.....	0	48	0	68
Oxford-street <i>via</i> Botany-street to Randwick	3	10	3	10	1	40	.....	.....	.....	.....
Oxford-street to William-street, Darlinghurst	0	50	.....	.....	.....	.....	0	50	Line surveyed.	
Argyle-place to the Glebe	4	33	.....	.....	.....	.....	4	33	Partly surveyed.	
Redfern to Pymont.....	1	5	.....	.....	.....	.....	1	5	.....
Redfern to Botany	6	30	.....	.....	.....	.....	6	30	Under construction.	
Newtown to Marrickville.....	1	69	.....	.....	.....	.....	1	69	Do.	
Redfern <i>via</i> George-street West to Cook's River	4	32	.....	.....	.....	.....	4	32	Surveyed.	
Parramatta Road <i>via</i> Forest Lodge to Camperdown.....	1	0	.....	.....	.....	.....	1	0	Tenders invited.	
Parramatta Road to Glebe Point	1	5	.....	.....	.....	.....	1	5	Do.	
Campbelltown to Camden	7	29	.....	.....	.....	.....	7	29	Under construction.	

Appendix
Nos. 15 & 16,
p. 54.

In the Appendix will be found Returns of the Contracts entered into for the supply of rails and fastenings, the number of motors ordered and received, and the prices paid; also the number of tramcars contracted for and supplied.

In concluding this brief summary of the Tramway transactions of the past year and the present progress of the lines under construction, I venture to express my belief that improvements in the means of obtaining motive power will take place before long, by which the objections raised by some residents in localities through which the lines run will be removed, and the Tramways become even more popular than they now are.

I have the honor to be,

Sir,

Your obedient Servant,



The Honorable John Lackey,

Commissioner for Railways.

&c., &c., &c.;

Secretary for Public Works.

APPENDIX

TO THE

REPORT ON THE RAILWAYS AND TRAMWAYS

OF

NEW SOUTH WALES,

1880.

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PLATES.

*Diagrams descriptive of Railway transactions from 1855 to 1880.
Map showing Railway Systems and lines.*

APPENDIX TO REPORT ON RAILWAYS.—1880.

The Engineer for Existing Railways and Tramways to The Commissioner for Railways.

Railway Department, Office of Engineer for Existing Lines,
 Sir, Sydney, 31st December, 1880.

I have the honor to submit my annual Report from January 1st to December, 1880, on the condition of the Existing Railways and Tramways under my charge.

SUBURBAN RAILWAYS.

Sydney to Granville Junction—Double Line—Length, 13 miles 16 chains.

GREAT SOUTHERN RAILWAY.

Granville Junction to Wagga Wagga—Single Line—Length, 295 miles 53 chains.

The whole of the works on these lines, including the various branches, have been kept in good order during the year. Various improvements have also been carried out, and others are still in hand which will be particularized further on.

A further extension from Wagga Wagga to Gerogery—single line—length 58 miles 63 chains, was opened for public traffic on the 1st September, which has also been kept in good running order and repair.

The following works have been carried out during the year :—

At Sydney—

- New partition in goods office.
- New shed for ambulance car erected.
- Gas laid on to Traffic Inspector's office.
- Buffer stops at goods shed altered.
- New office for Permanent-way Inspector erected.
- New office and store for Carriage Inspector erected.
- Additions to parcels office.
- New stands for oil tanks.
- Lamp erected at entrance to station yard.
- New platform scales fixed in goods shed.
- New retaining wall, Sydney yard.
- New signal for protection of main line erected.
- New signals for protection of Darling Harbour branch erected.
- Alterations to hay gauge.
- Alterations to coal stage.
- New dock walls erected.
- Temporary sheds erected on platform.
- Mortuary platform lengthened 200 feet.
- New signal-box for interlocking apparatus erected at tunnel.
- Temporary booking office erected.
- Permanent-way machine shops extended.
- Retaining wall, Devonshire-street, nearly completed.
- New signal box for interlocking apparatus at station nearly completed.
- Temporary urinal erected at Central Office.
- New ticket office for Tramway erected.
- New ticket office for Tramway erected at Belmore Park.
- New shed for coke erected at Moore Park (Tramways).
- Buffer stops in George-street siding (Tramways) altered.
- New waiting-shed erected at Randwick.
- New office erected in Tramway yard.
- Blacksmith's shop in Tramway yard extended.

Additional

Additional iron girders on Parramatta-street bridge.
New platform, shed, and coke-house for Tramway, nearly completed.

At Darling Harbour—

Nos. 1 and 2 cranes renewed.
2 wicket gates erected.
Additions to goods office.
New distance signal erected.
New retaining wall.
Seats and lockers fixed in shunter's box.
Widening bridge in connection with new sidings and through roads.
Two sets new buffer stops fixed.
Two new semaphore signals erected.
Railway fence paled.
New urinals erected.
New wool-shed erected.
New office erected in wool-shed.
Gas laid on to wool-shed (nearly completed.)
Widening Ultimo Road bridge.

At Eveleigh—

Four new lamps erected on platforms.
Gas laid on to platforms.
Up-line platform lengthened.
Well sunk.
New closet erected.
Additional name-boards fixed.

At Macdonald Town—

Gas laid on to Semaphore signal.
New waiting-shed erected.
Bridge at Erskineville Road rebuilt and widened
Additional name-boards fixed.

At Newtown—

Up-line platform asphalted and flagged.
Down-line platform asphalted.
New closet erected.
Additional name-board fixed.

At Stanmore—

New water-closet and urinal erected.
Additional name-board fixed.

At Petersham—

New signal erected.
Stove fixed in ticket office.
Gas lamp fixed in ladies waiting-room.
Three 400-gallon tanks fixed.
New box for gatekeeper erected.
Two new stop blocks fixed.
Additional name-boards fixed.
New closet erected.
Rebuilding and widening bridge, High Canterbury Road (now in course of construction).

At Summerhill—

New windows fixed in waiting sheds.
New semaphore signal erected.
New block signals erected.

At Ashfield—

Semaphore signal altered.
New lamps erected.
New closet erected.
Additional name-boards fixed.

At Croydon—

New waiting-sheds on up and down platforms erected.
 New house for porter in charge erected.
 Additional name-boards fixed.

At Burwood—

New stove fixed in gatekeeper's box.
 New gate erected in Railway fence.
 New lamp erected for Post Office Department.
 New lamps fixed on down platform.
 Additional name-boards fixed.
 New closet erected.
 New buffer stops erected.
 New waiting-shed erected.
 New platform, down-line (nearly completed).

At Redmyre—

New booking-office erected.
 Three new lamps erected.
 Wicket-gate erected.
 Additional name-boards fixed.

At Homebush—

New house for station-master erected (by contract).
 Verandah round block box enclosed.
 New entrance gate erected.
 New lamp-room erected.
 New closet erected.
 Additional name-boards fixed.

At Rookwood—

New block signal box erected.
 Gate-keeper's box removed from Parkes platform, and re-erected.
 Verandah of block signal box enclosed.
 New wheel block fixed in mortuary siding.
 Cemetery platform (up-line side) lengthened 250 feet.
 New wicket-gate erected at Necropolis.
 New closet erected.

At Auburn—

New block signal-box erected.
 New closet erected.
 Additional name-boards fixed.

At Granville—

New passenger station erected (by contract).
 New stop block fixed.
 New stove fixed in weigh-bridge office.
 Eleven new lamps erected.
 Additional name-boards fixed.
 New signal box erected.
 New semaphore signals erected.
 New distance signals erected.
 New starting signals erected.
 New waiting shed and office erected on down line platform.
 New up, down, and centre platforms nearly completed.
 Additional flood opening 13 miles.

At Merrylands—

New water-closet and urinal erected.
 New house for porter in charge erected.
 Additional name-boards fixed.

At Guildford—

New fence erected at porter's house.
 New parcels office erected.
 Four new lamps erected on platform.
 New distance signals erected.
 Additional name-boards fixed.

At Fairfield—

New stop block fixed.
 Additions built to gatekeeper's box.
 Small cattle-pen erected.
 New buffer stops fixed.
 New wicket-gate erected.
 Additional name-boards fixed.

At Canley Vale—

Additional name-boards fixed.

At Cabramatta—

Additional name-boards fixed.

At Liverpool—

New passenger station erected (by contract).
 New house for station-master erected (by contract).
 New gate-house erected.
 Foundation for water cranes constructed.
 New stage and cart wheel block erected at water crane.
 Fittings fixed in new station.
 Water laid on to station and urinals.
 Up line distance signal altered.
 Venetian blinds fixed at station-master's house.
 Semaphore signal altered.
 Additional name boards fixed.
 Three sets buffer stops fixed.
 Two new gates erected.
 Two new turnstiles erected.
 New galvanized iron fence erected.
 Old engine-house thoroughly repaired.
 Culvert lengthened.
 New goods shed (nearly completed.)
 New platform (nearly completed.)
 New dock wall (nearly completed.)
 Platform flagged.
 New sidings and yard remodelled.

At Glenfield—

Two new stop blocks fixed.
 Dock piled.
 Additional name-boards fixed.

At Macquarie Fields—

Additional name-boards fixed.

At Campbellfields—

New house for porter in charge erected.
 End of waiting-shed enclosed for booking office.
 New water-closet and urinal erected.
 Two new lamps erected.
 New distance signals erected.
 Additional name-boards fixed.

At Campbelltown—

Porch erected at gatehouse.
 New tank fixed.
 New stop block fixed.
 Room for guards, drivers, and firemen erected.
 Additional name-boards fixed.

At Menangle—

Platform renewed and asphalted.
 Down line distance signal erected.
 Overbridge near Menangle renewed.
 Additional hand-rail fixed on bridge.
 Additional name-boards fixed.
 New waiting-shed erected.

At Douglas Park—

New lamps erected.
 Additional name-boards fixed.

At Picton—

Cattle yards altered.
 Verandah posts altered.
 Additional name-boards fixed.

At Picton Lakes—

Additional name boards fixed.

At Mittagong—

New buffer stops erected.
 New stop blocks fixed.
 New gate erected.
 New repeating signal (up line) erected.
 New drinking fountain erected.

At Bowral—

Platform lengthened.
 New underground tank constructed at station-master's house.
 New loading stage erected.

At Moss Vale—

Two new lamps erected.
 New gate erected at approach road.
 Cattle yards altered.
 Two new tanks fixed at goods shed.

At Badgery's Siding—

Buffer stop erected.

At Jordon's Crossing—

Crane removed from Marulan and re-erected.

At Barber's Creek—

Piling to protect embankment.

At Marulan—

New windows fixed in verandah of station-master's house.
 New hay gauge erected.

At Towrang—

New telegraph office erected.
 New distance signals erected.

At Goulburn—

New coal stage erected.
 Water-closets and urinals erected.
 Gate-keeper's box lined.
 Bin and locker fixed in blacksmith's shop.
 New fence erected.
 Additional gas-meter fixed in running shed.
 New laundry erected at No. 1 Lansdowne Terrace (Commissioner's property).
 New platform and verandah erected in front of goods shed.
 Goods shed office altered.
 Lansdowne Terrace (Commissioner's property) drained.
 New 15-foot gate erected.
 New tank fixed at Monday-street gate-house.
 New drinking fountain erected.
 Railway fence removed and re-erected.
 Workshops for Locomotive Department commenced.

At Yarra—

New tank fixed at gate-house.

At Breadalbane—

Level crossing constructed at 148 miles 50 chains.
 New tank fixed at gate-house.
 Brick chimney built in office.

At Fish River—

Additional girders put in bridge 161 miles south.

At Jerrawa—

New fence erected around porter's house.
 New waiting shed, waiting room, and office erected.
 Water closets and urinals erected.

At Yass—

Approach road to cattle yards fenced.
 Semaphore signal altered.
 Porters' cottages improved and fenced in.
 Two new tanks fixed at cottages.
 Two cottages thoroughly repaired.

At Bowning—

Porters' cottages improved and fenced in.
 Four cottages thoroughly repaired.
 Four new tanks fixed at cottages.

At Binalong—

New tanks and stands fixed at station.
 Two porter's cottages fenced in.
 New brick chimney built in office.
 New tank fixed at gate-house.
 Two new tanks fixed at cottages.
 Two cottages improved and repaired.

At Rocky Ponds—

New urinals erected.
 New lamp fixed.
 New verandah to station erected.
 New ticket window fixed in office.
 New verandah to porter's house erected.
 New verandah to pumper's house erected.
 Two new tanks fixed at station-master's house.
 New tank fixed at station.
 New tank fixed at pumper's house.

At Cunninggar—

New tank fixed at gate-house.

At Harden—

Coal stage removed from Goulburn and re-erected.

Foundation for two water cranes constructed.

Foundation for boiler and pumping engine constructed.

New house for pumping engine erected.

Floor of engine-shed asphalted.

Two new turnstiles fixed.

New 10-ton cart weigh-bridge fixed, and office erected.

New well for water supply, Locomotive Department, sunk.

Nine 400-gallon tanks and stands fixed.

New tank stand for water supply, Locomotive Department, erected.

Two double water-closets and urinals erected.

Office for Inspector of new station erected.

Dividing fence and screen erected between water-closet and station-master's house.

New sand furnace erected.

Brick chimneys built in office.

Six cottages improved and thoroughly repaired.

Five cottages fenced in.

Three cottages erected for porters.

New kitchen for enginemen erected.

New station in course of erection (by contract).

At Murrumburrah—

Platform lengthened 100 feet.

Porch erected over back door of porter's house.

Screen erected round water-closet.

New fence erected at porter's house.

Waiting-room for gentlemen erected.

Waiting-room and water-closet for ladies erected.

New ticket office erected.

New parcels room erected.

Tank fixed at porter's cottages.

Porter's cottages fenced in.

Porter's cottages repaired.

At Wallendbeen—

Signal levers altered.

New house erected for porter in charge.

Fender fixed to goods shed.

400-gallon tank fixed at goods shed.

At Ootamundra—

New buffer stops erected.

New gate erected.

New 10-ton cart weighbridge and office erected.

New 5-ton crane erected.

Brick chimneys built in office.

Four cottages thoroughly repaired and partly fenced in.

Tank fixed at gate-house, main crossing.

Four tanks fixed at cottages.

Tank fixed at gate-house, Gundagai crossing.

Fencing railway reserve, nearly completed.

At Cungegong—

Set buffer stops erected.

New gate erected.

At Bethungra—

- Tank erected at No. 1 gate-house.
- Tank erected at No. 2 gate-house,
- Tank erected at No. 3 gate-house.
- Tank erected at station-master's house.
- Two tanks erected at cottages.

At Billabong—

- Additional office accommodation erected.
- New house for porter in charge erected.
- New goods shed erected.

At Junee—

- Down line distance signal altered.
- Gate-house fenced in.
- Alterations made to cattle yards.
- Water-closets and urinals altered.
- House thoroughly repaired and additional tank fixed.
- Two new tanks fixed at porter's cottages.
- New tank fixed at gate-house.

At Wallacetown—

- Signal levers altered.
- New name boards erected.
- Tankstands fixed at porter's house.

At North Wagga Wagga—

- New tank and stand fixed at gate-house.
- Coupling rack fixed.

At South Wagga Wagga—

- New tank and stand fixed at gate-house.
- Sixteen tanks and stands fixed at cottages.
- Temporary bridge over Murrumbidgee River strengthened.
- Gate-house improved and repaired.
- Paling fence erected at gate-house and new wicket-gate fixed.
- Eight cottages improved.
- Four cottages thoroughly repaired.
- New drinking fountain erected.

At Yerong Creek—

- New loading stage erected.

Miscellaneous—

- Piling for protection of embankment, between 26½ and 27 miles, in course of construction.
- Overbridge at 67 miles renewed.
- New gates fixed at Morrices siding.
- Pumping engine house erected at Mulwaree tank.
- Tank fixed at gate-house at Razor Back.
- Tank fixed at gate-house at Burrowa Road.
- Gate-house at Burrowa Road thoroughly repaired.
- New level crossing constructed at 204½ miles.
- New box-drain at level crossing, 252 miles 35 chains.
- Five tanks and hose for supplying permanent way men with water.
- Tool boxes and trolleys for extension, South Wagga Wagga to Gerogery.

CURVERTS put in during the Year :—

At.		No.	No. of Openings.	Span of Openings.	Depth of clear Waterway.
Miles.	Chains.				
32	37	1	2	10'	5'
32	38	1	2	10'	5' 5"
32	48	1	1	10'	4' 6"
32	58	1	4	3'	3'
30	78	1	4	3'	2' 5"
32	39	1	1	10'	6' 4"
34	.....	1	3	8'	4'
		7			

The following Sidings have been laid in during the year :—				ft.
No. 1 siding, "down" line, Sydney yard ...	...	...	...	510
No. 2 ditto, ditto ...	...	...	...	514
No. 1 carriage dock siding, down line, ditto ...	...	...	...	259
No. 2 ditto ditto ditto ...	...	...	...	327
No. 3 ditto ditto ditto ...	...	...	...	600
New through road to engine siding, ditto ...	...	...	...	399
New through road to carriage siding, ditto ...	...	...	...	144
Through road to No. 3 engine-shed roads, ditto ...	...	...	...	147
Three slip points, goods shed siding, ditto ...	...	...	...	61
Main up line, Darling Harbour, extended ...	...	...	...	213
Main double line, Darling Harbour, extended ...	...	...	...	325
Through road between up and down line, Darling Harbour branch ...	...	...	...	156
New siding, up line, Darling Harbour ...	...	...	...	2,262
Through roads to main up line ...	...	...	...	313
No. 2 siding, up line, Darling Harbour ...	...	...	...	3,016
Through road to No. 1 and 2 siding, ditto ...	...	...	...	159
Corporation siding, Darling Harbour ...	...	...	...	164
Through road to iron wharf, ditto, extended ...	...	...	...	63
New through road, Burwood ...	...	...	...	176
New through road to main lines, Granville ...	...	...	...	186
Loop siding, up line, Liverpool ...	...	...	...	503
No. 1 through road to up and down lines, ditto ...	...	...	...	156
Three through roads to goods shed sidings, ditto ...	...	...	...	500
No. 1 siding to goods shed, ditto ...	...	...	...	706
No. 2 ditto ditto ditto ...	...	...	...	773
No. 3 ditto ditto ditto ...	...	...	...	474
No. 4 ditto ditto ditto ...	...	...	...	552
No. 5 ditto ditto ditto ...	...	...	...	476
Through road to Nos. 3 and 4 sidings, ditto ...	...	...	...	200
New road to old goods shed, ditto ...	...	...	...	108
New loop siding, Glenfield ...	...	...	...	677
Loop siding, Campbelltown, extended ...	...	...	...	1,229
Siding at 77 miles 15 chains ...	...	...	...	1079
Block siding, Picton (completed) ...	...	...	...	74
Siding at 89 miles 13 chains... ..	...	...	...	341
Block siding, cattle yards, Goulburn ...	...	...	...	200
Block siding, Cootamundra ...	...	...	...	312
Block siding, Cungegong ...	...	...	...	316
Total ... ..	...	...	...	18,670

Permanent-way relaid with steel rails :—

	1877.	1878.	1879.	1880.	Total.
	feet.	feet.	feet.	feet.	feet.
Main "up" line, 1st mile	1,387	...	2,465	533	4,385
Main "down" line, 1st mile	1,173	2,587	...	424	4,184
Main "up" line, Darling Harbour Branch ... ..	...	...	...	531	531
Main "down" line, do. ... ..	...	...	...	259	259
Main "up" line, between 1 and 2 miles ... ..	...	...	325	...	325
Main "down" line, between 1 and 2 miles ... ..	...	20	...	3,864	3,884
Main "down" line, at 13 miles... ..	...	...	...	273	273
Main line, between 14 and 15 miles ... ..	...	...	1,302	...	1,302
Main line, at 68 miles	952	...	...	...	952
Total... ..	3,512	2,607	4,092	5,884	16,095

Sidings

GREAT WESTERN RAILWAY.

Granville Junction to Parramatta—Double Line—Length, 1 mile 9 chains.

Parramatta to Orange—Single Line—Length, 178 miles, 61 chains.

The whole of the works on these lines have been kept in good repair during the year. Many additions and improvements have also been carried out which will be shewn further on.

A further extension of the line from Orange to Wellington—single line—length 55 miles 55 chains, was opened for public traffic on the 1st June, the works of which have all been kept in good repair.

The following works have been carried out during the year :—

At Parramatta—

New gas lamps erected on railway bridge at Church, Marsden, and O'Connell streets, and Pitt Row.

Office for Telegraph Inspector erected.

Stop blocks erected.

New cesspit constructed.

Distance signal—down line—altered.

Platform enclosed.

Additional name-boards fixed.

3 sets buffer stops fixed.

Verandah posts altered.

New dock wall erected.

Platform extended.

New goods shed nearly completed.

New galvanized iron fence nearly completed.

New centre platform nearly completed.

New crane nearly completed.

At Toongabbie—

Additional name-boards fixed.

New platform erected.

Waiting shed erected.

At Seven Hills—

New stove fixed in office.

Additional name-boards fixed.

At Blacktown—

New galvanized iron fence erected.

Distance signal—down line—altered.

Piling in connection with extension of dock siding.

Additional name-board fixed.

At Rooty Hill—

Fence at back of station-master's house removed and re-erected.

Additional name-boards fixed.

Station buildings improved.

At South Creek—

Fence removed and re-erected.

Set of buffer stops erected.

Stop blocks fixed.

Distance signals, up and down lines, altered.

New loading stage erected.

Lamp erected on platform.

Additional name-boards fixed.

Platform lengthened.

At Penrith—

Chimneys altered and new grate fixed in locomotive inspector's office.

New turntable erected.

Drinking fountain erected.

Additional

Additional urinals erected.
 New verandah erected at gate-house.
 New verandah erected at locomotive office.
 New verandah erected at station-master's house.
 Additional name-boards fixed.
 Culvert widened.
 Verandah posts altered.
 New up line distance signal erected.
 Down line distance signal erected.
 Signal at running shed altered.
 Booking office altered.
 Workshops for locomotive department commenced.

At Emu Plains—

New staff and ticket office completed.
 Hay gauge erected.
 Additional name boards fixed.

At Lapstone Zig-zag—

New repeating signal erected.
 Box for pointsman erected.
 Stove fixed in pointsman's box.

At Lucasville—

Additional name-boards fixed.

At Glenbrook—

Additional name-boards fixed.

At Blaxland—

Additional name-boards fixed.

At the Valley—

Additional name-boards fixed.

At Springwood—

New oven fixed in porter's house.
 New 15-foot gate erected.
 Lamp-room erected.
 Verandah erected in front of ticket office.
 Additional name-boards fixed.

At Faulconbridge—

Fence set back and new gate erected.
 Additional name-boards fixed.

At Numantia—

New steps fixed at approach to platform.
 Additional name-boards fixed.

At Woodford—

Platform removed and re-erected.
 Platform lengthened 100 feet.
 Additional name-boards fixed.

At Lawson—

New wicket-gate erected.
 Platform renewed and lengthened 96 feet.
 Three new lamps erected on platform.
 Water supply increased.
 Drinking fountain erected.
 Additional name-boards fixed.
 Asphaltting platform nearly completed.
 New ash-pit constructed.

At Wentworth Falls—

Ticket and telegraph office erected.
 Waiting shed enclosed.
 New tank fixed.

Water-closets and urinals erected.
 House erected over pumping engine.
 Sand-house removed and re-erected.
 Tank stand for water supply, locomotive department, erected.
 Additional name-boards fixed.

At Katoomba—

New repeating signal down line erected.
 Down line distance signals altered.
 New repeating signal up-line erected.
 Additional name-boards fixed.

At Blackheath—

Additional name-boards fixed.

At Mount Victoria—

New wicket gate erected.
 New tank fixed.
 Approach road to new overbridge fenced.
 Sand-house removed and re-erected.
 Down line distance signal altered.
 Platform lengthened 50 feet.
 Water-closets and urinals erected.
 Drinking fountain erected.
 New retaining wall built.
 New over-bridge completed.

At Hartley Vale—

Six chains fencing and wicket gate destroyed by fire renewed.
 Platform and waiting-room damaged by fire repaired.
 Additional name-boards fixed.

At Mount Wilson—

Grate fixed in porter's house.
 New block signal-box erected.
 New tank and stand erected.
 Additional name-boards fixed.

At Clarence Tunnel—

Up-line distance signal removed and re-erected and new up-line distance signal erected.
 Down-line distance signal altered.
 Porter's house fenced in.
 New gate erected.
 Additional name-boards fixed.

At Lithgow Zigzag Bottom Points—

New distance signal up-line erected.

At Mort's Siding—

Two 1 ft. 10 in. flood openings renewed.

At Esk Bank—

Waiting-shed removed and re-erected.
 New blacksmith's shop erected.
 New box for gatekeeper erected.
 Some gate-piers removed and re-erected.
 New wicket gate and steps fixed.
 Platform divided and erected on up and down lines.
 New platform nearly completed.
 Second line completed between Lithgow Zigzag and Bowenfels and opened for public traffic
 21st October.

At Lithgow—

Additional water-closet accommodation erected.
 Commissioner's land fenced in.
 New platform up-line erected.
 Culverts lengthened.
 Drinking fountain erected.

At

At Bowenfels—

Tank frame erected for water supply.
New house for enginemen in course of erection.

At Wallerawang—

Hay gauge erected.
New cattle yards nearly completed.

At Rydal—

Hay gauge erected.
Signal levers altered.

At Tarana—

New cess-pit constructed.
Hay gauge erected.
Two new turnstiles erected.

At Locksley—

Water-closet and urinal erected.
Hay gauge erected.
New box for Telegraph Operator erected.
Brick chimney put in Telegraph Operator's box.
New loading stage erected.

At Brewongle—

Hay gauge erected.
New loading stage erected.
Hay gauge removed and re-erected.
Two new turnstiles erected.

At Eaglan—

New loading stage erected.
New goods-shed erected.
New cess-pit constructed.
Hay gauge erected.

At Kelso—

Hay gauge erected.
Stove fixed in station-master's house.
Fender fixed at goods-shed.
15-foot gate erected.
Loading platform lengthened.
Fence removed and re-erected.

At Bathurst—

Alterations made in Traffic Inspector's office.
Fittings fixed in engine-shed.
Hay gauge erected.
Blacksmith's shop extended.
Fifteen new lockers fixed in driver's house.
Buffer-stops in goods-shed siding renewed.
Floor of engine-shed relaid.
Additions built to permanent-way store.
Additions built to enginemen's house.
New store-room for blacksmith erected.
Permanent-way store fenced in.
Lamp erected on gate at Russell-street.
Well for locomotive water supply sunk 10 feet deeper.
Land for storing permanent-way material fenced in.
New house for station-master erected (by contract).
Fittings fixed in new house for station-master.
Drinking fountain erected.
New picket fence erected in front, and 5-foot paling fence at back of station-master's house.
Workshops for Locomotive Department commenced.

At Perth—

Down line signal altered.
 Fender fixed to goods shed.
 Hay gauge erected.
 Water-closet and urinal erected.
 House for porter in charge erected.
 Ladies' waiting-room and closet erected.
 Loading stage erected.
 Commissioner's land fenced.
 Waiting-room for gentlemen erected.

At George's Plains—

Hay gauge erected.
 Counter fixed in lamp-room.

At Wimbledon—

Shed erected on platform.
 Loading stage erected.

At Newbridge—

Hay gauge erected.

At Blayney—

Hay gauge altered.
 Fender fixed around goods shed.
 Platform erected in front of goods shed.

At Spring Grove—

New gate-house erected.
 Additions to loading stage.
 Hay gauge altered.
 Fender fixed to goods shed.
 New cart weigh-bridge and office erected.

At Spring Hill—

Additions to loading stage.
 Verandah of station-master's house enclosed.
 Fender fixed to goods shed.
 Hay gauge erected.
 Brick chimneys built at station.

At Orange—

Water laid on to urinals.
 New box erected for gatekeeper.
 Hay gauge altered.
 Fender fixed in front of goods shed.
 New signal erected.
 Drinking fountain erected.

At Mullion Creek—

Stove fixed in office.
 Wicket gate erected.
 Name boards and lamps erected.
 Footway and handrail erected on each side of bridge.

At Warne—

Stove fixed in office.
 Name boards and lamps erected.
 Hay gauge erected.
 Two stop blocks fixed

At Ironbarks—

Stove fixed in office.
 Water-closet and urinal erected.
 Name boards and lamps erected.

At Springs—

Up line distance signal erected.
 Crossing gates altered and targets and lamps fixed.
 Name boards and lamps erected.
 400 gallon tanks fixed.
 15-foot gate erected.

At Wellington—

New fittings fixed in offices.
 New crane erected.
 Loading stage widened.
 5 new lamps erected.
 New signal for protection of cattle yards erected.
 Down line distance signal erected.
 Water-closet and urinals erected.
 House for carriage examiner erected.
 Office erected in goods yard.
 Buffer blocks fixed in cattle siding.
 House for enginemen erected.
 Stock yards altered.
 Name boards fixed.
 New race for loading sheep at stock yards erected.
 Vice bench fixed in pumping engine-house.
 Hay gauge erected.
 New gate erected.
 New sand furnace erected.

Miscellaneous—

Set buffer-stops and stop-block fixed in new siding at 23 miles 18 chains.
 Level crossing constructed at 23 miles 18 chains.
 Platform, 100 feet long, erected at 23 miles 62 chains.
 Waiting-shed erected on platform at 23 miles 62 chains.
 Culvert at 32½ miles renewed.
 Set buffer-stops and stop-block fixed in new siding at 42 miles 16 chains 85 links.
 Level crossing constructed at 43 miles 28 chains 38 links.
 Level crossing constructed at 134¼ miles.
 Level crossing constructed at 164 miles 15 chains.
 New tank frame and stand erected for pump at Kerr's Creek—209 miles 45 chains.
 Additional bearer for pipes in well, locomotive water supply, Cooper's Flat, 218 miles 40 chains.
 Outlets and wings of brick culvert, between 137½ and 137¾ miles, piled.
 Hay gauges altered.
 Two unions with hose fixed to tanks for supplying men with water, between Orange and Wellington.
 Tool boxes and trolleys for Extension, Orange to Wellington.

APPENDIX TO REPORT ON RAILWAYS—1880.

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CULVERTS PUT IN DURING THE YEAR:—

At		No.	No. of openings.	Span of openings.		Depth of clear waterway.	
Miles.	Chains.			ft.	in.	ft.	in.
29	...	1	1	2	0	2	0
149	...	1	1	9	0	2	7
149	6	1	1	10	0	8	6
149	37	1	4	1	10	1	6
149	60	1	3	1	10	2	6
164	16	1	3	1	10	2	6
164	25	1	1	10	0	5	6
164	45	1	1	10	0	5	0
165	48	1	1	10	0	4	5
167	5	1	1	10	0	5	5
167	50	1	1	10	0	8	0
168	5	1	1	10	0	10	0
Total.....	...	12					

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

No. 1 dock siding, Parramatta ...	...	...	...	...	...	...	545
No. 2 ditto ditto ...	...	...	...	...	...	...	196
No. 3 ditto ditto ...	...	...	...	...	...	...	222
No. 4 ditto ditto ...	...	...	...	...	...	...	95
Through road to main line, ditto	...	...	...	...	...	...	180
Main up-line extended, ditto ...	...	...	...	...	...	...	189
No. 1 block siding, ditto ...	...	...	...	...	...	...	345
No. 2 ditto ditto ...	...	...	...	...	...	...	660
Through road to block siding, ditto	...	...	...	...	...	...	175
Block siding, eastern side of station, ditto	...	...	...	...	...	...	489
No. 1 loop siding, ditto ...	...	...	...	...	...	...	1,016
No. 2 ditto ditto ...	...	...	...	...	...	...	1,024
No. 3 block siding, ditto ...	...	...	...	...	...	...	1,196
Through road to ditto ...	...	...	...	...	...	...	176
Block siding outside goods shed, ditto ...	...	...	...	...	...	...	480
Through road at end of goods shed, ditto	...	...	...	...	...	...	218
Carriage dock siding, Blacktown...	...	...	...	...	...	...	790
Through road to ditto ditto ...	...	...	...	...	...	...	193
New siding at 23 miles 18 chains	...	...	...	...	...	...	295
Block siding, South Creek	...	...	...	...	...	...	703
Siding to new engine turntable, Penrith	...	...	...	...	...	...	307
Up main line, ditto ...	...	...	...	...	...	...	1,484
Loop siding at ditto ...	...	...	...	...	...	...	719
Siding at 42 miles 16 chains	...	...	...	...	...	...	377
Block siding, Springwood, extended	...	...	...	...	...	...	18
Block siding, Faulconbridge	...	...	...	...	...	...	323
Loop siding, Lawson, extended ...	...	...	...	...	...	...	300
Block siding, Lawson	...	...	...	...	...	...	371
Loop siding, Katoomba, extended	...	...	...	...	...	...	963
Block siding at 70 miles 1 chain...	...	...	...	...	...	...	341
Additions to sidings, Eskbank ...	...	...	...	...	...	...	6,255
Block siding, Rydal, extended	...	...	...	...	...	...	924
Through road, Rydal	...	...	...	...	...	...	167
Coal siding, Bathurst, extended ...	...	...	...	...	...	...	106
Through road, Bathurst	...	...	...	...	...	...	177
Siding at Perth, extended	...	...	...	...	...	...	209
Through road, Blayney	...	...	...	...	...	...	175
Siding at Spring Hill	...	...	...	...	...	...	905
Siding at Gosling's Creek, near Orange...	...	...	...	...	...	...	249
Siding at Orange	...	...	...	...	...	...	242
Siding at Warne	...	...	...	...	...	...	418
Siding at Wellington	...	...	...	...	...	...	751
Total	...	...	...	...	...	...	24,968

Permanent-way

Permanent-way relaid with steel rails:—

	1875.	1876.	1877.	1878.	1879.	1880.	Total.
	feet.	feet.	feet.	feet.	feet.	feet.	feet.
Between 13 and 14 miles, "up" line	175	175
Between 13 and 14 miles, "down" line...	1,451	2,106	417	3,974
Between 14 and 15 miles	1,082	...	106	...	1,188
Between 35 and 36 miles	168	168
Between 36 and 37 miles	147	...	...	147
Between 38 and 39 miles	2,204	2,601	...	...	4,805
Between 39 and 40 miles	3,038	3,038
Between 50 and 53 miles ...	5,325	3,644	10,560	...	...	924	20,453
Between 56 and 57 miles	2,640	2,640
Between 58 and 62 miles	13,200	...	...	13,200
Between 63 and 67 miles	7,920	4,290	12,210
Between 91 and 92 miles	4,884	4,884
Between 153 and 154 miles	5,214	5,214
Between 154 and 157 miles	9,702	...	9,702
Between 161 and 162 miles	2,640	2,640
Total ...	5,325	3,644	13,846	17,399	19,834	24,390	84,438

Sidings relaid during the year:—

	ft.
Siding at Hartley Vale ...	277
Sidings at Esk Bank...	697
Total ...	1,074

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

Granville Junction to Penrith ...	293
Penrith to Bathurst ...	804
Bathurst to Orange ...	300
Total ...	1,397

The following sleepers have been used in new sidings laid in during the year:—

Sidings at Parramatta ...	1,969
Do. Blacktown ...	345
Do. 23 miles 18 chains ...	100
Do. South Creek ...	235
Do. Penrith ...	1,926
Do. 42 miles 16 chains ...	121
Do. Springwood ...	6
Do. Faulconbridge ...	323
Do. Lawson ...	406
Do. Katoomba ...	384
Do. 70 miles 1 chain ...	120
Do. Esk Bank ...	2,202
Do. Rydal ...	378
Do. Bathurst ...	94
Do. Perth ...	70
Do. Blayney ...	50
Do. Springhill ...	299
Do. Orange ...	158
Do. Warne ...	168
Do. Wellington ...	311
Total ...	9,665

The following quantity of ballast has been used during the year :—

	cubic yards.
Granville Junction to Bathurst	6,333
Bathurst to Orange	2,820
Orange to Wellington	450
Total	9,603

Railway fence wired during the year.

Bounding the property of—	Mileage.		No. of Wires	Length.
	ms. chs.	ms. chs.		
Mr. Whitton	100 0	101 0	2	0 35
Mr. Lord	109 0	110 0	2	1 9
Total				1 44

Richmond Branch.—Single line—length, 16 miles 11 chains.

All the works on this branch of the Great Western Railway have been kept in good order during the year; various improvements have also been made in the viaducts, bridges, &c., which will be found amongst the list of extra works in detail.

The following works have been carried out during the year :—

At Schofields—

Buffer-stops removed and re-erected.

At Riverstone—

Cattle yards altered.

New distance signal erected.

New gate erected.

Waiting-shed and office erected.

At Mulgrave—

New distance signal erected.

Two turnstiles erected.

Tank for water supply Locomotive Department erected.

Hay gauge erected.

At Windsor—

New signals erected.

At Clarendon—

Water-closet and urinal erected.

Fence erected in front of porter's house.

New tank fixed at porter's house.

At Richmond—

Commissioner's land fenced in.

Goods office altered.

New house for stationmaster nearly completed.

Miscellaneous—

Strengthening bridge at 33 miles (nearly completed).

Centre strengthening put in bridges, as follows :—

At 33½ miles—3 bays.

33½ " 3 "

33 " 72 chains—5 bays.

34 " 2 " 3 "

34½ " (Chain of Ponds)—51 bays.

The following siding has been laid in during the year :—

Schofield siding extended	90
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Permanent-way

Permanent-way relaid with steel rails:—

	1878.	1879.	1880.	Total.
	feet.	feet.	feet.	feet.
Between 21 and 23 miles	2,642	3,192	.....	5,834

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

Blacktown to Richmond	2,010
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The following sleepers have been used in new sidings laid in during the year:—

Siding at Schofields	30
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The following quantity of ballast has been used during the year:—

Blacktown to Richmond	243
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Account of Permanent-way Rails turned, renewed, and broken, from the opening of the various Extensions, Great Southern, Western, and Richmond Lines, to 31st December, 1880.

Extensions.	Length.	Date when opened for Traffic.	Time opened for Traffic up to 31st December, 1880.	Rails.		
				Number turned.	Number renewed.	Number broken.
	ms.chs.		yrs. ms.			
Sydney Yard up to 1st mile-post	13 16	26 Sept., 1855	25 3	1,497	1,691	8
1st mile-post to Granville	8 68	20 Sept., 1856	24 3	1,854	624	8
Granville to Liverpool	11 65	17 May, 1858	22 7½	887	172	3
Liverpool to Campbelltown	6 50	1 Sept., 1862	18 4	367	57	8
Campbelltown to Menangle	12 28	1 July, 1863	17 6	81	30	11
Menangle to Pictou	23 75	1 Mar., 1867	13 10	335	141	1
Pictou to Mittagong	8 62	2 Dec., 1867	13 1	1,008	132	6
Mittagong to Sutton Forest	28 57	6 Aug., 1868	12 4	86	16	6
Sutton Forest to Marulan	19 73	27 May, 1869	11 7	222	40	25
Marulan to Goulburn	30 20	9 Nov., 1875	5 2	217	63	17
Goulburn to Gunning	29 26	3 July, 1876	4 6	520	425	88
Gunning to Bowning	14 42	1 Nov., 1876	4 2	301	259	28
Bowing to Binalong	19 48	12 Mar., 1877	3 9½	43	26	2
Binalong to Murrumburrah	25 13	1 Nov., 1877	3 2	56	35	.....
Murrumburrah to Cootamundra	15 10	15 April, 1878	2 8½	33	20	.....
Cootamundra to Bethungra	18 28	6 July, 1878	2 6	52	33	1
Bethungra to Junce	17 38	3 Sept., 1878	2 4	14	6	.....
Junce to North Wagga	5 1	1 Sept., 1879	1 4	11	10	.....
North Wagga to South Wagga	58 63	1 Sept., 1880	0 4	7	11	.....
South Wagga to Gerogery	367 63	.....	.....	.....	.....	.....
Sydney to Gerogery .....	.....	.....	.....	7,571	3,791	212
Granville to Blacktown	8 24	4 July, 1860	20 6	605	231	15
Blacktown to Rooty Hill	3 66	12 Dec., 1861	19 0½	142	37	12
Rooty Hill to South Creek	3 75	1 May, 1862	18 8	91	23	1
South Creek to Penrith	4 66	7 July, 1862	18 6	524	248	1
Penrith to Wentworth Falls	27 70	11 July, 1867	13 5½	7,007	1,849	3
Wentworth Falls to Mount Victoria	14 70	1 May, 1868	12 8	2,915	700	5
Mount Victoria to Bowenfels	19 49	18 Oct., 1869	11 2½	2,632	679	12
Bowenfels to Wallerawang	7 46	1 Mar., 1870	10 10	472	76	.....
Wallerawang to Rydal	6 11	1 July, 1870	10 6	240	18	3
Rydal to Locksley	19 11	20 Apl., 1872	8 8	641	41	4
Locksley to Brewongle	5 31	1 July, 1872	8 6	258	3	.....
Brewongle to Raglan	5 3	4 Mar., 1873	7 10	84	6	.....
Raglan to Kelso	3 0	1 May, 1875	5 8	127	6	.....
Kelso to Bathurst	1 35	4 Apl., 1876	4 9	74	12	3
Bathurst to Blayney	27 69	1 Nov., 1876	4 2	617	1,095	1
Blayney to Orange	19 75	19 Apl., 1877	3 8½	68	375	1
Orange to Wellington	55 55	1 June, 1880	0 7	.....	1	1
Granville to Wellington	234 36	.....	.....	16,497	5,400	62
Blacktown to Richmond	16 11	1 Dec., 1864	16 1	471	207	.....

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

The following shows the number of men per mile of single line, engaged in the maintenance of the permanent-way:—

GREAT SOUTHERN, WESTERN, AND RICHMOND RAILWAYS.		Men per mile.
Sydney to Granville Junction, including Haslam's Creek Cemetery Branch, Darling Harbour Branch, and Sidings, Head of Darling Harbour	...	1·30
Granville Junction to Goulburn	...	·77
Goulburn to Wagga Wagga	...	1·10
Wagga Wagga to Gerogery	...	1·04
Granville Junction to Bathurst	...	·77
Bathurst to Orange...	...	1·00
Orange to Wellington	...	1·01
Blacktown to Richmond	...	·99

LIST

LIST OF MACHINERY IN WORKSHOPS ON 31ST DECEMBER, 1880 :—

- 1 20-horse power semi-portable engine.
- 1 12-horse power portable engine.
- 1 wood turning lathe.
- 1 wood planing machine.
- 1 morticing and boring machine.
- 2 circular saws and benches.
- 1 cross-cut saw and bench.
- 1 band saw machine.
- 2 tenoning machines.
- 1 horizontal boring machine.
- 1 variety wood working machine.
- 1 scroll saw machine.
- 1 large morticing and boring machine.
- 1 slotting machine.
- 1 turning lathe.
- 1 shaping machine.
- 2 screwing machines.
- 3 drilling machines.
- 2 planing machines.
- 1 punching and shearing machine.
- 1 fan to blow 16 fires.
- 1 12-inch turning lathe.
- 1 steam hammer.

GREAT NORTHERN RAILWAY.

Newcastle to Hexham Township.

Double line—Length, 11 miles 30 chains.

A second line of rails, 2 miles 37 chains, has been laid down between Hexham Township and Woodford, and also one of 2 miles 9 chains in length between East and West Maitland, making an additional length of single line, laid in during the year, of 4 miles 46 chains, leaving 4 miles 13 chains of single line only between Newcastle and West Maitland.

West Maitland to Tamworth.

Single line—Length, 161 miles 28 chains.

Morpeth Branch.

Single line—Length, 4 miles.

Bullock Island Branch.

Double line—Length, 1 mile 43 chains.

North-western Branch.—Werris Creek to Gunnedah.

Single line—Length, 40 miles 40 chains.

The whole of the works on the abovenamed lines have been kept in good order during the year, and also various new works and improvements carried out which will be found in detail further on.

The following works have been carried out during the year :—

At Newcastle—

- Road formed and metalled at the back of wharf to give access to vessels lying at No. 2 crane.
- New carriage dock constructed.
- Down platform tar-paved.
- New passenger platform constructed.
- Gas laid on to Audit offices.
- Galvanized iron fence erected round Station-master's house.
- Carriage-shed erected.

At Honeysuckle Point—

- New house erected for Station-master.

At Hamilton—

- Closet and urinal accommodation provided.

At Waratah—

Crane erected.
 Waiting-room and luggage-room erected on up platform.
 Down and up platforms extended 60 feet.

At East Maitland—

Up platform widened 4 feet.
 Additional platform erected.
 Waiting-shed erected.

At Morpeth—

Two level crossings widened and lengthened.
 12-inch drain-pipe laid in from the Railway, through Mr. O'Keeffe's land, to the river.

At High-street—

Additional platform erected.
 Waiting-shed erected.

At West Maitland—

New passenger station completed.
 Approach roads to new station formed and metalled.
 Additional water-tank constructed.
 Two new water-cranes erected.
 Old station buildings removed.

At Wollombi Road—

Coal weighbridge fixed.

At Greta—

Platform extended 50 feet.
 Road approaches to station altered and improved.

At Singleton—

Timber loading wharf constructed.
 3-ton crane erected.
 Locomotive workshop 40 ft. x 20 ft. erected.

At Musclebrook—

Level crossing constructed to connect with new bridge over Hunter River.
 Stock-yards wired.
 Kitchen erected.

At Aberdeen—

New ticket and telegraph offices erected.
 Platform extended 70 feet.
 Closets and urinals erected.

At Scone—

Gates at Liverpool-street crossing altered to close across line.

At Doughboy Hollow—

Luggage and parcels room erected.

At Chilcott's Creek—

Well sunk, and pumping engine-house erected.

At Currabubula—

Closet and urinal accommodation provided.
 Stock-yard erected.

At Tamworth—

Additional cesspit constructed.

FLOOD OPENINGS PUT IN DURING THE YEAR.

At		No.	No. of openings.	Size of openings.
Miles.	Chains.			
173	25	1	1	10'
174	10	1	4	3'
175	37	1	4	3'
Total .....	...	3		

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

Sidings to new carriage-shed, new platform, dock, &c., Newcastle	...	...	...	...	1,650
Sidings to new cranes, Bullock Island Dyke	...	...	...	...	3,728
Sidings to Rundle's Mill, Morpeth	...	...	...	...	240
Sidings to new station buildings, West Maitland	...	...	...	...	588
Siding to weighbridge, Wollombi Road	...	...	...	...	300
Siding to timber wharf, Singleton	...	...	...	...	539
Sidings at engine-shed, Singleton (extended)	...	...	...	...	729
Coal siding, near Singleton (extended)	...	...	...	...	168
Total...	...	...	...	...	7,942

The following sleepers have been used in new sidings laid in during the year :—

Sidings at Newcastle	...	...	...	...	700
Do. Bullock Island Dyke	...	...	...	...	1,250
Do. Morpeth...	...	...	...	...	80
Do. West Maitland...	...	...	...	...	196
Do. Wollombi Road...	...	...	...	...	100
Do. Singleton	...	...	...	...	595
Total...	...	...	...	...	2,921

Permanent-way relaid with steel rails during the year :—

Main "up" line, 1st mile	...	...	...	...	522
Main "down" line, 1st mile	...	...	...	...	415
Main "down" line, between 4 and 4½ miles	...	...	...	...	1,197
Main "down" line, between 8½ and 8¾ miles	...	...	...	...	147
Main "down" line, between 11¼ and 11½ miles	...	...	...	...	273
Main line, between 48½ and 48¾ miles	...	...	...	...	279
Total	...	...	...	...	2,833

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

Newcastle to Murrurundi	779
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The following quantity of ballast has been used during the year :—

Newcastle to Murrurundi	3,044
Murrurundi to Tamworth	...	...	...	...	16,420
Total	...	...	...	...	19,464

RAILWAY FENCE WIRED DURING THE YEAR.

Bounding the property of	At		No. of Wires.	Length.	
	Miles.	Chains.		Miles.	Chains.
Mr. Douglas	125	71	4	...	38½
Mr. Hoddle	126	11	3	...	54
Do. ... ..	...	...	4	...	72
		Total ...	...	2	4½

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

Hexham Township to Woodford... ..	4,444
East to West Maitland	4,000
Total	8,444

The following quantity of ballast has been used for doubling line during the year :—

Hexham Township to Woodford... ..	Cubic yards.	8,660
East to West Maitland	6,062	
Total	14,722	

The following works have been carried out during the year :—

At Brezza—

Gates of main road crossing altered to close across line.

At Curlewis—

Platform erected.

Waiting-shed erected.

At Gunnedah—

Crane erected.

Doors fixed for entrance to front of station.

Gates at main road crossing altered to close across line.

Wool stage extended 50 feet.

FLOOD OPENINGS PUT IN DURING THE YEAR.

At		No.	No. of openings.	Size of openings.
Miles.	Chains.			
187	...	1	5	3'
187	10	1	6	3'
Total ... ..	...	2		

The following siding has been laid in during the year :—

Siding at Curlewis, 185 miles 5 chains	feet.	318
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The following sleepers have been used in new siding, laid in during the year :—

Siding at Curlewis	75
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The following quantity of ballast has been used during the year :—

Werris Creek to Gunnedah	Cubic yards.	8,896
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ACCOUNT of Permanent-way Rails turned, renewed, and broken during the Year :—

Extensions.	Length.	Date when opened for Traffic.	Time opened for Traffic up to 31st Dec., 1880.	Rails.		
				Number turned.	Number renewed.	Number broken.
Newcastle to Murrurundi, including Morpeth and Bullock Island branches	ms. chs. 124 69	.....	yrs. ms.	174	343	...
Murrurundi to Quirindi	24 78	13 Aug., 1877	3 4½	...	121	1
Quirindi to Tamworth	37 23	15 Oct., 1878	2 2½	...	18	2
Newcastle to Tamworth, including Morpeth and Bullock Island branches	187 10	.....	.....	174	482	3
Werris Creek to Gunnedah	40 40	11 Sept., 1879	1 3½	...	7	...

The following shows the number of men per mile of single line engaged in the maintenance of the permanent-way :—

	Men, per mile.
Newcastle to Murrurundi, including Morpeth and Bullock Island branches ...	74
Murrurundi to Tamworth	104
Werris Creek to Gunnedah	99

GENERAL REMARKS.

Several of the timber viaducts and bridges on the Southern and Western Lines, although they are kept in safe repair, have now become very much deteriorated, not only by time but from the ravages of the white ants. For instance, the whole of the timber bridge through the town of Parramatta, all of which a few years hence will require renewing, as well as others on various parts of the lines.

The cost of permanent-way rail renewals still continues an important item of expenditure. Some time ago I advised that on all the extensions laid with T rails, 70lbs. per yard, when the rails required renewing, to renew them with the double-headed rail at 75lbs. to the yard. Although the cost in the first instance would be more, a general saving, I am convinced, would be gained ultimately in repairs.

Excavation to the new station arrangements at Eskbank is completed, and the permanent rails are now being laid down.

The second line of rails has been laid down and the works completed between Lithgow Zig-Zag and Bowenfels, and was opened for traffic on the 21st October.

The work at the new station building is progressing satisfactorily.

In addition to the new goods shed being built at Parramatta, the whole of the station yard has been re-modelled, and the new station building will shortly be commenced.

The re-modelling of the Sydney yard and laying down Mackenzie and Holland's system of interlocking switches, &c., has necessarily been slow on account of the alterations to be made in the sidings, &c., and large amount of traffic passing almost interruptedly through the yard. One portion of the interlocking, however, is now nearly completed, and will be ready for use early next year.

Various improvements, some of which are temporary arrangements, have been carried out at the Redfern Station in connection with the Tramways, such as new platforms, temporary covering over platforms, &c., &c.; a new booking office, clerks' room, &c., is also now in hand.

A survey has been made of the estate at Eveleigh, recently purchased for the purpose of building workshops. A plan is now being prepared for the new shops and arrangements, and will be ready shortly to submit to the Commissioner.

TRAMWAYS.

Shortly after taking charge of the Tramways on the 8th October last, I furnished the Commissioner with a full report on the manner in which the works then under contract had been executed; it is therefore unnecessary to report further than to state that the line from Liverpool-street to Redfern Station is now nearly completed, and will soon be ready for traffic.

The existing line from Hunter-street to Redfern, which was laid down by the Department, I found in a very bad state of repair, and that extensive renewals of rails would very soon be required.

The large number of men it was found necessary to keep on the Randwick line until it is put in safe running order will materially and chiefly add to the excessive cost of maintenance. The line is now being put in fair condition, which will considerably reduce the cost of maintenance next year.

On

On considering the whole question of Tramway construction in the streets, it appeared to me advisable to make considerable alterations in the design of the permanent-way and works generally as they were being then carried out, and for this purpose I submitted to the Commissioner an entirely new design of rail, which has the following advantages:—

1. It can be used alone without the guard where the line is laid down on private property out of the street, or with the guard in the street.
2. The guard and rail being separate, either can be renewed at any time separately if required. For instance, which is often the case in curves, a guard might be worn out, and the rail left quite good; in such case it would be necessary to renew only the guard, and leave in the rail or renew the rail and leave in the guard, as the case might be. When the groove in the existing rail becomes worn or split it cannot be repaired, and the whole rail has to be thrown aside.
3. The groove is much deeper and narrower than the existing ones, being $1\frac{1}{2}$ inch deep and $\frac{3}{4}$ inch wide—the existing ones being 1 inch deep and $1\frac{1}{2}$ inch wide—giving room for a deeper flange on the wheel of cars and motors, and too narrow to admit the smallest wheels of any kind of vehicle in general use on the streets.
4. The weight of rail being 41 lbs. per yard, and that of the guard 22 lbs., making 63 lbs. per yard, being a saving of about 38 lbs. per yard of road.

The street is filled in with cement and blue metal concrete at 6 to 1 gauge from 4 inches below the sleepers to the level of the head of the rails, forming a sound solid road, easy for vehicular traffic, and lasting in wearing quality. The cost of construction will be £1,367 per mile less than the existing lines, and the cost of maintenance I am certain will be very trifling.

ENGINES, ROLLING STOCK, &c.

On taking charge of this branch I found the engines, carriages, &c., in an indifferent state of repair, probably owing to the number of each being insufficient to work the traffic, giving very little time for executing repairs properly.

Three additional motors have been received, which will now give greater facility for putting the others in a state of good repair.

The following are the numbers of engines, carriages, &c., now in stock:—

Engines	...	...	...	...	...	...	...	...	...	10
Cars, open, one floor only, carries seventy passengers	...	...	...	...	...	...	...	...	...	5
Cars, open, two floors, carries ninety passengers	...	...	...	...	...	...	...	...	...	6
Cars, box, one floor only, carries fifty-six passengers	...	...	...	...	...	...	...	...	...	7

Machinery.

- 1 treadle lathe.
- 1 hand drilling-machine.
- 1 hand screwing-machine.

The existing workshops and yard are much too small and inconvenient for carrying on this branch with despatch and economy. It is therefore absolutely necessary that more room should be at once secured to provide for the increase of traffic which will result from the opening of new lines of Tramway.

The following are the lengths of the existing lines:—

	Miles.	chains.
Redfern to Hunter-street—double line	1	33
Liverpool-street to Moore Park—single line	0	79
Moore Park to Randwick Racecourse—double line	1	51
Lines in progress of construction by Messrs. Topham, Angus, & Co., contractors:—		
	Miles.	chains.
Botany-street to Waverley—single line	2	61
From South Head Road along Piper-street to the north end of Ocean-street—single line	0	66
From Oxford-street along Crown-street to Cleveland-street—single line	0	68

Lines in progress of construction by this department:—

- From the existing terminus at Randwick Racecourse to the Randwick Asylum—single line—length 1 mile 6 chains.

Permanent Surveys are being made for a line between Narellan, Camden, and Campbelltown, to join the Great Southern line at Glenlee.

Trial Surveys are also being made for a line of Tramway between Murrumburah and Young; and from Cootamundra to Gundagai.

WILLIAM MASON,
Engineer.

No. 2.

DATES of OPENING, and the length in miles of the different sections of Railway Lines, from the commencement to 31 December, 1880.

Date of opening.	To where opened.	Southern Line.	Western Line.	Northern Line.	All Lines.
26 Sept., 1855	Parramatta	14			14
26 Sept., 1856	Liverpool	9			9
	Total, 1856	23			23
5 April, 1857	East Maitland			17	17
	Total, 1857	23		17	40
19 Mar., 1858	Newcastle			1	1
17 May, 1858	Campbelltown	12			12
27 July, 1858	West Maitland			2	2
	Total, 1858, 1859	35		20	55
2 July, 1860	Lochinvar			7	7
4 July, 1860	Blacktown		8		8
	Total, 1860	35	8	27	70
12 Dec., 1861	Rooty Hill		3		3
	Total, 1861	35	11	27	73
24 Mar., 1862	Branxton			8	8
1 May, 1862	South Creek		5		5
7 July, 1862	Penrith		5		5
1 Sept., 1862	Menangle	6			6
	Total, 1862	41	21	35	97
7 May, 1863	Singleton			14	14
1 July, 1863	Picton	13			13
	Total, 1863	54	21	49	124
2 May, 1864	Morpeth			3	3
1 Dec., 1864	Richmond		16		16
	Total, 1864, 1865, 1866	54	37	52	143
1 Mar., 1867	Mittagong	24			24
11 July, 1867	Weatherboard		28		28
2 Dec., 1867	Sutton Forest	9			9
	Total, 1867	87	65	52	204
1 May, 1868	Mount Victoria		15		15
6 Aug., 1868	Marulan	28			28
	Total, 1868	115	80	52	247
19 May, 1869	Muswellbrook			31	31
27 May, 1869	Goulburn	20			20
18 Oct., 1869	Bowenfels		20		20
	Total, 1869	135	100	83	318
1 Mar., 1870	Wallerawang		8		8
1 July, 1870	Rydal		6		6
20 Oct., 1870	Aberdeen			7	7
	Total, 1870	135	114	90	339
17 April, 1871	Seone			9	9
1 Aug., 1871	Wingen			10	10
	Total, 1871	135	114	109	358
1 Jan., 1872	Sidings, Collingwood, &c.	1		1	2
5 April, 1872	Murrurundi			14	14
22 April, 1872	Locke's Platform		19		19
1 July, 1872	Macquarie Plains		5		5
	Total, 1872	136	138	124	398
4 Mar., 1873	Raglan		5		5
	Total, 1873, 1874	136	143	124	403
4 Feb., 1875	Kelso		3		3
9 Nov., 1875	Gunning	31			31
	Total, 1875	167	146	124	437
4 April, 1876	Bathurst		2		2
3 July, 1876	Bowning	29			29
1 Nov., 1876	Binalong	14			14
1 Nov., 1876	Blayney		27		27
	Total, 1876	210	175	124	509
12 Mar., 1877	Murrumburrah	20			20
19 April, 1877	Orange		20		20
13 Aug., 1877	Quirindi			24	24
1 Nov., 1877	Cootamundra	25			25
	Total, 1877	255	195	148	598
2 April, 1878	Bullock Island Branch			1½	1½
15 April, 1878	Bethungra	15			15
6 July, 1878	Junee	18			18
3 Sep., 1878	North Wagga Wagga	18			18
14 Oct., 1878	Tamworth			38	38
	Total, 1878	306	195	187½	688½
25 Mar., 1879	Breaza			15	15
1 Sept., 1879	South Wagga Wagga	5			5
11 Sept., 1879	Gunnedah			26	26
	Total, 1879	311	195	228½	734½
1 June, 1880	Wellington		56		56
1 Sept., 1880	Gerogery	59			59
	Total, 1880	370	251	228½	849½

No. 3—(continued).

TABLE B.

ABSTRACT of the total Quantity and Cost of Land taken for Railway purposes to the 31st December, 1880, under the Public Railways Land Resumption Act of 1874.

Railway Lines.	Length.	Quantity taken.	Amounts paid.			Probable Amounts to be paid.	Total Cost.	Rate.	
			For Land.	For Improvements.	Costs of Appraisalment.			Per Mile.	Per Acre.
GREAT NORTHERN LINE.	Miles chns.	a. r. p.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Tamworth to Uralla.....	63 44	182 0 1	.....	.....	.....	664 0 0	664 0 0	10 8 11½	3 12 11½
SOUTH-WESTERN LINE.									
Junee to Narrandera.....	61 32½	247 0 16½	.....	.....	.....	1,045 0 0	1,045 0 0	17 0 4	4 4 6½
Narrandera to Hay	106 57½	1,287 0 17	.....	.....	.....	4,685 0 0	4,685 0 0	43 17 11½	3 12 9½
Total, South-Western	168 10½	1,534 0 33½	.....	.....	.....	5,730 0 0	5,730 0 0	34 1 7½	3 14 8½
TOTAL ON BOTH LINES	231 54½	1,716 0 34½	.....	.....	.....	6,394 0 0	6,394 0 0	27 11 11½	3 14 6

For quantity and cost of Land taken under the Government Railway Act of 1868 see Table A.

No. 4—continued—RETURN OF PERMANENT-WAY MATERIAL imported during the year 1880.

Date of Invoice.	Name of Ship.	Rails.		Fishplates.		Bolts and Nuts.		Spikes.		Screws.		Name of Contractor.	Rate per ton.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per ton.	Date of Arrival.
		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.									
Indent for 18 miles steel D.H. Rails with necessary fastenings for Renewals, Great Southern, Western, and Richmond Railways, 12th May, 1879.																				
1879.			T. c. q. lbs.		T. c. q. lbs.		T. c. q. lbs.		T. c. q. lbs.		T. c. q. lbs.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1880.
27 Aug.	Blengfell	800	200 19 1 19	..	..	..	..	..	..	..	..	Guest & Co.	4 11 0	914 8 4	125 12 2	14 6 4	32 10 0	1085 16 10	5 8 2	7 Jan.
3 Sep.	Sarah Bell	523	124 5 2 23	..	..	..	..	..	..	..	..	Guest & Co.	4 11 0	565 10 0	93 4 4	8 13 3	20 2 0	687 14 7	5 10 3	15 Feb.
4 "	Allanshaw	..	..	..	..	18000	10 11 3 0	..	..	..	..	Phoenix Bolt and Nut Co.	12 15 0	134 19 10	11 13 0	1 15 11	3 1 6	151 10 3	14 6 2	9 Jan.
4 "	"	..	..	..	..	..	..	65000	37 10 0 0	..	..	"	9 15 0	305 12 0	31 12 10	4 14 3	8 6 11	410 6 6	10 18 10	9 "
20 "	Serial Wyn	..	..	..	..	..	..	..	..	14793	171 13 1 0	Head, Wrightson, & Co.	2 12 6	450 12 3	128 14 11	8 18 10	23 4 11	611 10 11	3 11 3	26 "
21 Oct.	Atlanta	..	..	9000	45 4 0 2	..	..	..	..	..	..	Bolckow Vaughan & Co.	6 5 0	282 10 1	41 13 3	4 3 3	9 4 7	337 11 7	7 9 4	3 "
		1394	325 5 0 14	9000	45 4 0 2	18000	10 11 3 0	65000	37 10 0 0	14793	171 13 1 0			2713 13 0	432 10 11	42 16 10	96 9 11	3235 10 8		
Indent for Permanent-way materials for new sidings, Honeysuckle Point, Great Northern Railway, dated 18th January, 1879.																				
1879.													£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1879.
14 May	Mount Stuart	..	..	2500	12 16 2 22	..	..	..	..	..	..	Ebbw Vale Co.	6 10 0	33 8 0	15 8 4	1 6 6	1 7 10	101 11 2	7 18 3	August.
14 "	"	999	248 8 3 24	..	..	..	..	..	..	..	..	Guest & Co.	4 17 6	1211 3 9	248 9 0	18 9 5	10 9 8	1497 11 10	6 0 7	"
15 "	"	..	..	..	22 crossings	..	..	..	..	..	..	Vickers, Sons, & Co.	..	350 5 0	22 3 11	4 2 10	5 11 4	382 3 1	17 7 5	"
17 "	"	..	..	..	..	5000	2 18 0 15	..	..	..	..	Phoenix Bolt & Nut Co.	18 5 0	38 10 3	3 10 11	0 10 2	0 12 1	43 3 5	14 17 1	"
17 "	"	..	..	..	..	..	..	14000	8 4 0 6	..	..	"	10 5 0	54 1 7	10 4 0	1 3 5	1 6 10	98 15 10	11 16 1	"
16 "	"	..	..	..	..	..	..	..	..	7100	82 3 2 0	Hopkins, Gilkes, & Co.	2 17 0	234 4 0	32 3 6	4 10 11	3 12 0	324 10 5	3 19 0	"
		999	248 8 3 24	2500	12 16 2 22	5000	2 18 0 15	14000	8 4 0 6	7100	82 3 2 0			2001 13 1	331 19 8	30 3 3	31 10 9	2445 15 9	.....
Indent for 18 miles of steel T. Rails, with necessary fastenings, Great Southern and Richmond Railways, 12th May, 1879.																				
1879.													£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
22 Sept.	Northampton	451	100 8 1 15	..	..	..	..	..	..	..	..	Bolckow, Vaughan, & Co.	4 16 9	485 15 6	75 6 4	7 10 3	16 11 2	585 3 3	5 16 6	9 Jan.
4 Oct.	Allanshaw	234	52 1 0 25	..	..	..	..	..	..	..	..	"	4 16 9	251 16 11	39 0 11	3 19 4	8 10 5	303 7 7	5 16 6	9 "
4 "	Gladstone	218	48 11 2 15	..	..	..	..	..	..	..	..	"	4 16 9	235 0 3	36 8 9	3 14 3	7 19 3	283 2 6	5 16 6	8 Feb.
20 Sept.	Sophocles	677	150 5 2 6	..	..	..	..	..	..	..	..	"	4 16 9	726 19 4	112 14 2	11 3 6	23 6 1	874 3 1	5 16 4	9 Jan.
20 Oct.	Duntrune	439	96 3 2 10	..	..	..	..	..	..	..	..	"	4 16 9	466 9 6	72 6 6	7 4 6	16 16 5	562 16 11	5 16 8	29 Feb.
21 "	Atlanta	1099	232 4 1 7	..	..	..	..	..	..	..	..	"	4 16 9	1123 6 10	174 3 3	17 3 9	38 17 5	1353 11 3	5 16 6	3 Jan.
21 "	"	..	..	9600	46 1 1 20	..	..	..	..	..	..	"	6 5 0	237 18 11	42 14 11	4 5 0	10 15 3	345 14 6	7 10 1	3 "
4 Sept.	Allanshaw	..	..	..	..	10500	10 19 0 11	..	..	..	..	Phoenix Bolt & Nut Co.	12 15 0	139 13 6	10 5 2	1 13 7	2 9 10	154 2 1	14 1 3	9 "
4 "	"	..	..	..	..	..	..	..	..	47000	20 7 2 0	"	17 15 0	361 13 2	25 3 0	1 17 4	5 1 4	393 14 10	10 6 5	9 "
4 "	"	..	..	..	..	..	..	29400	11 18 1 16	..	..	"	12 5 0	196 0 4	12 2 4	4 6 3	4 11 5	167 0 4	14 0 3	9 "
		3118	670 10 2 22	9600	46 1 1 20	10500	10 19 0 11	29400	11 18 1 16	4700	20 7 2 0			4224 14 3	600 5 4	62 17 9	134 10 0	5622 16 4		

No. 4—continued—RETURN OF PERMANENT-WAY MATERIAL imported during the year 1880—continued.

Date of Invoice.	Name of Ship.	Rails.		Fishplates.		Bolts and Nuts.		Spikes.		Screws.		Name of Contractor.	Rate per ton.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per ton.	Date of Arrival.
		No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.	No.	Tonnage.									
Indent for Permanent-way Materials for doubling the Line from East to West Maitland, Great Northern Railway, 1st January, 1880.																				
1880.	Peterborough..		T. c. q. lbs.		T. c. q. lbs.	8800	T. c. q. lbs.		T. c. q. lbs.		T. c. q. lbs.	Bayliss, Jones, & Bayliss	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1880.
7 May..	"		.....		.....		5 0 1 14		32000		18 2 1 1	"	15 10 0	77 15 10	3 18 3	0 19 1	0 18 6	83 11 8	16 13 1	4 Oct.
"	"		.....		.....		.....		.....		.....	"	12 12 6	223 13 6	14 3 6	2 18 2	2 17 0	243 12 2	13 14 6	4 "
8 "	Ben Nevis	580	150 3 1 15		.....		.....		.....		16000	Head, Wrightson, & Co.	4 4 6	792 8 9	131 5 0	12 15 2	9 15 1	945 19 0	5 0 11	4 "
11 Aug..	"		.....		.....		.....		.....		.....	Ebbw Vale Steel & Iron Co.	10 0 0	1501 13 10	105 2 3	18 18 4	18 3 11	1643 18 4	10 18 11	5 Dec.
6 Sept..	Amana .....		.....	4300	22 1 1 20		.....		.....		.....	"	11 10 0	253 16 5	16 6 11	3 5 6	3 3 0	276 11 10	12 10 8	23 "
		580	150 3 1 15	4300	22 1 1 20	8800	5 0 1 14	3200	18 2 1 1	16000	187 10 0 0		.....	2354 3 4	270 15 11	38 16 3	34 17 6	3103 13 0	.....

Indent for 18 miles of Steel T. Rails with necessary fish-plates and fastenings for Renewals, Great Southern and Western Railway, indent 19 June, 1879.

1879.	Kosciusko.....		.....		.....	19500	11 8 2 1		.....		.....	Staffordshire Bolt, Nut, and Fencing Co.	12 14 6	145 7 10	9 3 7	2 4 4	3 9 1	160 4 10	14 0 6	1880.
11 Dec..	"		.....		.....		.....		.....		.....	"	17 14 6	374 2 6	25 14 4	4 3 4	9 17 11	413 18 1	19 12 2	10 "
11 "	"		.....		.....		.....	29400	11 15 0 21		.....	"	12 4 6	143 15 4	8 12 2	1 12 10	2 19 9	157 0 1	13 7 1	10 "
1880.	Clyde	899	200 5 1 3		.....		.....		.....		.....	Bolekw, Vaughan, & Co.	4 16 9	967 13 10	150 0 3	14 16 7	49 8 9	1172 19 10	5 17 3	13 May.
17 Jan..	"		.....		.....		.....		.....		.....	"	4 16 9	967 13 10	150 0 3	14 16 7	49 8 9	1172 19 10	5 17 3	12 "
17 "	Chinsura	902	200 0 3 7		.....		.....		.....		.....	"	4 16 9	435 12 6	75 5 10	7 10 3	18 16 9	537 5 4	5 17 0	9 June.
20 "	Hereward	475	100 7 3 0		.....		.....		.....		.....	"	4 16 9	434 17 0	75 3 5	7 10 1	20 1 10	587 12 4	5 17 3	13 May.
23 "	Ascalon	466	100 4 2 6		.....		.....		.....		.....	"	6 5 0	237 19 0	43 6 8	4 5 3	10 17 2	346 8 1	7 10 4	13 "
23 "	"		.....	9800	46 1 1 20		.....		.....		.....	"	4 16 9	1454 1 10	225 8 10	22 4 0	60 9 5	1702 4 1	5 17 3	9 June.
24 "	Bonares	1378	300 11 3 0		.....		.....		.....		.....	"	4 16 9	531 3 6	82 7 0	3 4 0	19 6 7	641 1 1	5 16 9	9 "
28 Feb..	Camperdown ..	500	109 16 0 8		.....		.....		.....		.....	"	.....	5343 8 10	345 6 6	87 7 7	226 14 8	7002 17 7	.....
		4610	1011 6 0 24	9600	46 1 1 20	19500	11 8 2 1	29400	11 15 0 21	47000	21 2 0 16		.....	5343 8 10	345 6 6	87 7 7	226 14 8	7002 17 7	.....

Indent for Material, Cylinders, &c., for Bridge over Peel River at Tamworth, and for the Plate Girder Bridge over Peel-street in Tamworth.

Date of Invoice.	Ship.	From whom purchased.	Description.	Tonnage.	Cost per Ton.	Invoice cost.	Freight.	English charges.	Colonial charges.	Total cost.	Cost per Ton.	Date of Arrival.
1880.	Thirlmere	The Stockton Forge Co.	92 C. I. cylinder segments	T. c. q. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1880.
29 April	"	"	Bolts	127 7 2 0	6 2 6	780 3 6	159 4 4	22 16 9	11 9 9	973 14 4	7 12 10	17 Aug.
29 "	"	"	Superstructure	3 5 0 0	22 0 0	71 10 0	4 1 3	1 18 5	1 1 6	78 11 2	24 3 5	"
31 May	Kaisar-i-Hind.....	J. O. & C. E. Brettell	Cast Iron	32 1 0 0	11 10 0	368 11 6	143 5 2	10 17 3	11 11 11	534 5 10	16 13 5	29 July.
12 June	Cape of Good Hope..	The Stockton Forge Co.	Wrought Iron	47 2 3 3	5 17 6	276 18 10	35 5 0	8 6 8	3 5 6	323 16 0	6 17 5	8 Oct.
12 "	"	"		6 1 2 26	15 0 0	91 6 0	4 13 4	2 7 0	1 1 1	99 7 5	16 6 6	"
				215 18 0 1		1588 9 10	346 9 1	46 6 1	28 9 9	2009 14 9		

No. 4—continued—RETURN OF MISCELLANEOUS ARTICLES imported for the Great Southern and Western Lines during 1880.

Date of Invoice.	Ship.	From whom purchased.	Description.	Tonnage.	Cost per ton.	Cost each.	Invoice Cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per ton.	Cost each.	Date of Arrival.
						£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1880.
5 Sept.	Allanshaw	Ransomes & Rapier	50 sets steel switches			14 15 0	737 10 0	59 12 3	9 5 7	15 1 3	821 9 1		16 8 7	9 Jan.
26 Aug.	"	Beyer, Peacock, & Co.	6 C.S. crank axles			125 0 0	750 0 0	5 3 2	19 1 0	8 9 5	782 13 7		130 8 11	9 "
26 Sept.	Weatherfield	Ransomes & Rapier	75 sets switches			14 15 0	1106 5 0	89 13 5	13 15 6	28 12 11	1238 6 10		16 10 2	24 "
6 Oct.	Dumfriesshire	Vickers, Sons, & Co.	124 crossings			13 8 3	1663 10 4	65 11 3	18 13 2	32 18 9	1780 13 6		14 7 2	19 Feb.
8 "	Gladstone	Ransomes & Rapier	50 sets switches			14 15 0	737 10 0	61 16 9	9 13 9	17 13 8	826 14 2		16 10 8	9 "
8 "	Serial Wynn	John B. Edmonstone	24 ticket-dating presses			2 0 0	48 0 0	0 10 0	1 10 0	0 13 0	50 13 0		2 2 2	26 Jan.
10 "	Gladstone	Thos. Turton & Sons	2,000 Volute springs			0 17 10	369 3 9	19 18 0	9 19 0	6 15 9	405 16 6		0 4 0	8 Feb.
10 "	Atalanta (s.)	"	1,000 "			0 17 10	185 7 9	9 19 8	5 1 5	3 8 0	203 16 10		0 4 0	3 Jan.
20 "	Gladstone	Ridsdale & Co.	300 gross lamp cottons			0 2 6	37 10 0	0 10 0	1 4 9	0 9 0	39 13 9		0 2 7	8 Feb.
16 "	Salaanaca	Dubs & Co.	6 passenger engines			2085 0 0	12510 0 0	1260 0 0	330 7 0	317 17 6	14418 4 6		2403 0 9	21 Jan.
15 Nov.	Norval	Ransomes & Rapier	50 sets switches			14 15 0	737 10 0	59 15 9	9 4 8	19 8 3	825 18 8		16 10 4	2 Mar.
22 "	Lusitania (s.)	Brown, Bailey, & Dixon	1,000 wagon-bearing springs			0 7 9	388 8 6	32 8 7	10 15 8	8 15 5	440 8 2		0 8 9	22 Jan.
1 "	Loch Fyne	Dubs & Co.	5 passenger loco. engines			2085 0 0	10425 0 0	1050 0 0	275 6 6	264 18 4	12015 4 10		2403 0 11	24 Feb.
29 Oct.	Damascus	Ransomes & Rapier	75 sets switches			14 15 0	1106 5 0	89 13 5	13 15 6	28 12 11	1238 6 10		16 10 2	1 Mar.
10 Nov.	Duntrune	Beyer, Peacock, & Co.	1 goods engine			2090 0 0	2090 0 0	150 0 0	55 0 6	51 0 9	2346 1 3		2346 1 3	29 Feb.
10 "	Duntrune and Gladstone.	Isca Foundry Co.	78 sets switches			12 7 2	964 0 0	91 14 2	19 11 7	24 9 6	1099 15 3		14 1 11	29 "
6 Oct.	Min-y-don	"	78 "			12 7 2	964 0 0	93 18 7	12 9 5	27 1 10	1097 9 10		14 1 5	8 "
22 Nov.	Lusitania (s.)	Barraud & Lund	25 watches			7 5 0	181 5 0	2 12 4	0 3 0	3 6 10	187 7 2		7 9 10	22 Jan.
22 "	"	John Walker	25 "			6 0 0	150 0 0	2 12 3	0 3 0	2 14 5	155 9 8		6 4 4	22 "
14 "	Alexr. Duthie	Vickers, Sons, & Co.	178 crossings			16 10 6	2941 15 6	145 2 10	33 14 3	66 3 3	3186 15 10		17 18 0	8 April.
14 "	"	"	100 "			15 5 0	1525 0 0	57 10 7	17 0 10	29 17 4	1629 8 9		16 5 10	8 "
13 Dec.	Gareloch	Dubs & Co.	4 passenger loco. engines			2085 0 0	8340 0 0	840 0 0	220 5 0	243 19 5	9644 4 5		2411 1 1	10 "
9 "	City of London (s.)	Barmud & Lund	25 watches			7 5 0	181 5 0	2 17 1	0 6 0	2 7 1	186 15 2		7 9 4	15 Jan.
10 "	"	John Walker	25 "			6 0 0	150 0 0	2 7 3	0 6 0	1 18 10	154 12 1		6 3 8	15 "
5 "	Kosciusko	Vickers, Sons, & Co.	41 crossings			13 12 2	558 0 0	21 16 5	6 7 1	11 19 2	598 2 8		14 11 9	10 April.
15 "	Garonne (s.)	John Walker	25 watches			6 0 0	150 0 0	2 7 3	0 6 0	1 19 10	154 13 1		6 3 8	19 Feb.
1880.														
1 Jan.	John Elder (s.)	"	25 "			6 0 0	150 0 0	2 7 3	0 6 0	2 2 4	154 15 7		6 3 9	3 Mar.
1879.														
11 Dec.	British Princess	Anderston Foundry Co.	50 sets switches			12 7 0	617 10 0	57 17 11	8 0 7	17 9 11	700 18 5		14 0 4	30 April.
7 Nov.	Durham (s.)	"	50 "			12 7 0	617 10 0	58 17 5	8 0 2	18 2 4	702 9 11		14 1 0	23 Mar.
10 "	Duntrune	Beyer, Peacock, & Co.	3 goods engines			2090 0 0	6270 0 0	435 0 0	164 15 0	234 3 2	7103 18 2		2367 19 4	1 "
1880.														
12 Jan.	Itonis	Burnham, Parry, Williams, & Co.	1 complete set loco. duplicates.			1322 12 3	1322 12 3	81 3 3	60 9 0	5 8 3	1469 12 9		1469 12 9	9 May.
3 Feb.	Sorata (s.)	John Walker	25 watches			6 0 0	150 0 0	2 7 3	0 6 0	1 11 9	154 5 0		6 3 4	6 April.
14 Jan.	Chimborazo (s.)	"	25 "			6 0 0	150 0 0	2 7 3	0 6 0	1 18 10	154 12 1		6 3 8	8 "
16 Feb.	Benares	Beyer, Peacock, & Co.	4 loco. tank engines			2150 0 0	8600 0 0	600 0 0	223 19 3	176 17 0	9600 16 3		2400 4 0	9 June.
21 "	Airlie	"	1 loco. tank engine			2150 0 0	2150 0 0	150 0 0	56 2 0	44 4 9	2400 6 9		2400 6 9	9 "
28 "	Camperdown	"	1 "			2150 0 0	2150 0 0	150 0 0	56 3 3	48 8 7	2404 11 10		2404 11 10	9 "
26 "	Eidern	R. W. Cameron & Co.	20 tyres			12 15 10	255 16 8	13 13 8	3 1 8	1 6 0	273 18 0		13 13 10	18 "
			Carried forward				71430 14 9	5771 5 0	1674 15 1	1772 5 4	80649 0 2			

APPENDIX TO REPORT ON RAILWAYS—1880.

No. 4—continued—RETURN of MISCELLANEOUS ARTICLES imported for the Great Southern and Western Lines during 1880.

Date of Invoice.	Ship.	From whom purchased.	Description.	Tonnage.	Cost per ton.	Cost each.	Invoice cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per Ton.	Cost each.	Date of Arrival.
				T. c. q. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1880.
22 Mar. 1880.	Rajah	Westinghouse Brake Company.	Brought forward 4 gross coupling packing rings.				71430 14 9	5771 5 0	1674 15 1	1772 5 4	80649 0 2			19 July.
31 " "	The Tweed	Brown, Bailey, & Dixon	26 sets switches			12 10 0	325 0 0	31 0 1	4 5 9	7 9 2	367 15 0		14 2 10½	29 "
15 April	"	Vickers, Sons, & Co.	432 tyres			5 8 11¼	2352 18 0	54 12 10	61 3 2	37 11 7	2506 5 7		5 16 0¼	29 "
19 " "	"	Beyer, Peacock, & Co.	2 sets Ramsbottom's safety-valves, with spiral springs			19 0 0	38 0 0	0 10 0	1 5 0	0 9 3	40 4 3		20 2 1½	29 "
4 May	Thermopylae	Brown, Bailey, & Dixon	50 sets switches			12 10 0	625 0 0	43 8 9	8 2 9	16 11 6	693 3 0		13 17 3	6 Aug.
28 " "	Marie	R. W. Cameron & Co.	48 pairs tram-car wheels and axles.			4 1 3¼	195 1 2	59 17 1	6 5 0	2 17 9	264 1 0		5 10 0¼	22 Sept.
28 " "	"	"	1 set air-brake fixtures			74 13 11	74 13 11	0 11 6	2 7 10	0 1 8	77 14 11		77 14 11	22 "
24 " "	"	"	60,000 galls. lubricating oil			0 1 0½	3136 18 7	756 0 0	99 0 6	110 12 6	4102 11 7		0 1 4½	22 "
20 " "	Ciuba	Henry Carr	1,280 lubricators			0 1 0¼	68 0 0	0 17 1	2 0 0	0 17 11	71 15 0		0 1 1½	26 Aug.
14 April	"	Vulcan Foundry Co.	1 set Ramsbottom's safety-valves.			8 6 0	8 6 0	0 10 0	0 10 1	0 2 11	9 9 0		9 9 0	26 "
7 May	"	Chas. Cammell & Co.	Riband steel	0 3 1 7	75 0 0		12 8 5	0 10 0	0 12 2	0 3 9	13 14 4	82 16 4½		26 "
30 April	Thrimere	Tangye Bros.	2 lengths hydraulic pipe, 15 feet each.			2 6 3	4 12 6	0 10 0	0 8 3	0 1 3	5 12 0		2 16 0	16 "
25 May	Firth of Crowarty	Dubs & Co.	2 sets Ramsbottom's safety-valves.			18 0 0	36 0 0	1 1 0	1 4 0	0 8 6	38 13 6		19 6 9	25 Oct.
14 June	Ella Beatrice	Burnham, Parry, Williams, & Co.	10 dozen racks and pinions for head lights.			2 12 7	26 5 10	0 10 0	0 15 9	0 0 10	27 12 5		2 15 2½	17 "
18 " "	Bangalore (s.)	Broughton Copper Co.	Copper rod	4 0 0 0	66 6 0		265 4 0	11 19 0	6 18 7	3 16 9	287 18 4	71 19 7		28 Aug.
1 " "	Darling Downs	N. British Rubber Co.	1,500 I.R. springs			0 19 4½	1452 1 8	11 3 9	36 13 6	24 9 4	1524 8 3		1 0 3½	11 Oct.
14 " "	"	Dalton, Barton, & Co.	1,000 yards seaming lace			0 0 2½	8 17 1	0 6 0	0 7 6	0 3 1	9 13 8		0 0 2½	11 "
14 " "	"	"	400 yds. brown linen web.			0 0 3¼	5 8 4	0 4 0	0 5 7	0 1 10	5 19 9		0 0 3½	11 "
18 " "	"	"	132 copper tubes			0 13 7½	90 1 0	1 6 2	2 8 0	1 10 11	95 6 1		0 14 5¼	11 "
18 " "	"	"	28 brass tubes			0 9 4½	13 3 5	0 6 7	0 9 7	0 5 5	14 5 0		0 10 2	11 "
17 " "	"	George Spencer & Co.	120 cylinder springs			0 10 3	61 10 0	0 14 7	1 16 9	1 1 0	65 2 4		0 10 10¼	11 "
17 " "	"	Patent Woollen Cloth Co.	600 sq. yards saddle felt			0 3 10	114 16 8	5 6 3	3 3 5	1 18 10	125 5 2		0 4 2	11 "
18 " "	"	The Union Engineering Company.	1 blast fan and engine			195 1 0	195 1 0	13 0 2	5 6 0	3 7 1	216 14 3		216 14 3	11 "
26 " "	"	Patent Shaft & Axletree Co. (Limited).	50 pairs wheels and axles			17 2 0	855 0 0	92 2 6	22 9 0	13 13 0	983 4 6		19 13 3½	11 "
15 " "	Darling Downs	Ashbury Railway Carriage and Iron Co.	Duplicate fittings for carriages.				284 15 0	14 1 2	7 10 11	5 4 3	311 11 4			11 Oct.
6 Feb.	Chocorua	Henry W. Peabody & Co.	4 velocipedes			7 11 7½	30 6 6	4 14 6			35 1 0		8 15 3	16 May.
30 June	Darling Downs	Henry Baynton	48 doz. carriage door-locks			0 14 0	33 12 0	0 5 0	1 0 6	0 11 2	35 8 8		0 14 9½	11 Oct.
30 " "	"	"	48 doz. private door-locks			0 7 6	18 0 0	0 5 0	0 11 3	0 6 0	19 2 3		0 7 11¼	11 "
8 July	Duchess of Edinburgh.	Patent Shaft and Axletree Co. (Limited).	100 pairs wheels and axles			17 2 0	1710 0 0	73 14 6	43 16 6	27 7 3	1854 18 3		18 10 11¼	28 "
			Carried forward				83479 15 10	6951 2 6	1996 2 5	2033 13 1	94460 13 10			

No. 4—continued—RETURN of MISCELLANEOUS ARTICLES imported for the Great Southern and Western Lines during 1880.

Date of Invoice.	Ship.	From whom purchased.	Description.	Tonnage.	Cost per ton.	Cost each.	Invoice cost.	Freight.	English Charges.	Colonial Charges.	Total cost.	Cost per ton.	Cost each.	Date of Arrival.
				T. c. q. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1880.
			Brought forward.....				83479 15 10	6951 2 6	1996 2 5	2033 13 1	94460 13 10			
20 July	Clifton	Patent Shaft and Axle-tree Co. (Limited).	100 pairs wheels and axles			17 2 0	1710 0 0	184 14 5	44 15 0	27 6 8	1966 16 1		19 13 4½	7 Oct.
16 "	Duchess of Edinburgh.	Henry Carr	1720 lubricators			0 1 0½	90 0 0	1 2 2	2 11 0	1 4 3	94 17 5		0 1 1¼	28 "
20 "	Trafalgar	Patent Shaft and Axle-tree Co. (Limited).	50 pairs wheels and axles			17 2 0	855 0 0	36 17 6	22 9 0	13 13 2	927 19 8		18 11 2½	1 Nov.
28 "	Cairnbulg	"	100 "			17 2 0	1710 0 0	73 14 9	44 14 10	27 6 2	1855 15 9		18 11 1½	21 "
20 "	"	Taylor Brothers & Co.	Yorkshire iron	23 2 1 19	17 1 3		394 10 0	14 9 0	10 11 9	7 1 8	426 12 5	18 9 0½		21 "
26 "	Loch Etive	Patent Shaft and Axle-tree Co. (Limited).	100 pairs wheels and axles			17 2 0	1710 0 0	73 15 0	44 14 10	27 7 2	1855 17 0		18 11 2	24 "
31 "	Sophocles	"	50 "			17 2 0	855 0 0	36 15 0	22 8 11	13 12 10	927 16 9		18 11 1½	18 "
9 Aug	Parramatta	"	75 "			17 2 0	1282 10 0	55 7 6	33 11 11	21 17 2	1393 6 7		18 11 6½	9 Dec.
2 "	"	Charles Cammell & Co. (Limited).	500 Volute springs, 6" ..			0 3 0	75 0 0	2 9 10	1 19 8	0 18 2	80 7 8		0 3 2½	9 "
2 "	"	"	500 " 9" ..			0 6 0	150 0 0	4 19 9	3 19 8	1 16 3	160 15 8		0 6 5	9 "
2 "	"	"	100 " 10½" ..			0 7 6	37 10 0	1 4 10	0 19 11	0 9 3	40 4 0		0 8 0½	9 "
31 July	"	Beyer, Peacock, & Co.	36 screw taps			1 1 0	37 16 0	0 10 0	1 4 10	0 9 0	39 19 10		1 2 2½	9 "
5 Aug	"	"	1 circular slotting machine			84 0 0	84 0 0	1 19 10	2 8 0	1 3 2	89 11 0		89 11 0	9 "
28 July	"	Tangye Brothers	2 pumping engines with boilers.			362 6 5	724 12 10	34 12 10	18 19 1	10 12 3	788 17 0		394 8 6	9 "
5 Aug	"	Beyer, Peacock, & Co.	1 drilling and tapping machine.			110 0 0	110 0 0	2 10 0	2 18 0	1 11 11	116 19 11		116 19 11	9 "
5 "	"	"	1 slotting machine			135 0 0	135 0 0	2 13 11	3 10 6	1 15 2	142 19 7		142 19 7	9 "
30 July	"	Patent Nut and Bolt Co. (Limited).	Lowmoor iron rivets	1 10 0 0	31 4 0		46 16 0	1 8 10	0 15 4	0 18 9	49 18 11	33 5 11½		9 "
6 Aug	Ben Nevis	John Brown & Co. (Limited.)	700 steel Volute springs			0 2 0	70 0 0	3 10 8	1 18 7	1 4 3	76 13 6		0 2 2½	5 "
6 Aug	"	"	550 "			0 3 8	100 16 8	5 8 2	2 15 10	1 15 11	110 16 7		0 4 0½	5 "
20 July	Trafalgar	Thomas Robinson & Son (Limited).	2 sweep cutting saws			38 0 0	76 0 0	5 0 11	2 4 0	1 3 11	84 8 10		42 4 5	1 Nov.
21 Aug	Wakefield	Jackson, Sharp, & Co.	40 sets spiral buffer springs			0 5 2½	10 8 4	4 6 0	0 8 9	0 16 6	15 19 7		0 7 11¼	19 Dec.
21 "	"	"	30 spiral draw springs			0 6 8	10 0 0	3 4 6	0 8 5	0 12 6	14 5 5		0 9 6	19 "
21 "	"	"	70 sets spiral bearing springs.			1 3 11½	83 17 1	7 10 5	3 10 6	1 9 0	96 7 0		1 7 6½	19 "
21 "	"	"	60 sets elliptical bearing springs.			6 13 0½	399 4 3	6 9 0	16 14 8	1 4 10	423 12 9		7 1 2½	19 "
20 "	Northampton	Beyer, Peacock, & Co.	1 circular shaping machine			77 0 0	77 0 0	1 9 11	2 4 6	1 0 2	81 14 7		81 14 7	24 "
25 "	"	Patent Shaft and Axle-tree Co.	100 pairs wheels and axles			17 2 0	1710 0 0	73 13 9	44 14 10	27 6 1	1855 14 8		18 11 1½	24 "
5 "	Brilliant	William Collier & Co.	1-wheel centre and tyre-boring lathc.			205 0 0	205 0 0	8 18 2	5 10 1	2 14 6	222 2 9		222 2 9	9 "
			Carried forward.....				96229 17 0	7599 19 2	2339 4 10	2232 3 9	108401 4 9			

No. 4—continued—RETURN of MISCELLANEOUS ARTICLES imported for the Great Southern and Western Lines during 1880—continued.

Date of Invoice.	Ship.	From whom purchased.	Description.	Tonnage.	Cost per ton.	Cost each.	Invoice cost.	Freight.	English Charges.	Colonial Charges.	Total Cost.	Cost per ton.	Cost each.	Date of Arrival.
1880.			Brought forward.....	T. c. qr. lbs.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	1880.
31 Aug....	Salamanca.....	Patent Shaft and Axle-tree Co.	75 pairs wheels and axles.....				96229 17 0	7599 19 2	2339 4 10	2232 3 9	108401 4 9			12 Dec.
9 " ...	Cotopaxi	Charles Cammell & Co. (Limited).	150 buffing springs			17 2 0	1282 10 0	55 6 3	33 11 11	21 17 0	1393 5 2		18 11 6½	3 Nov.
9 " ...	Ben Nevis.....	"	50 Bogie springs			1 17 4	280 0 0	12 15 9	7 10 4	4 18 6	305 4 7		2 0 8½	5 Dec.
31 " ...	Salamanca.....	Britannia Rubber & Kamptulicon Co. }	800 l.-r. springs			0 14 0	35 0 0	2 2 5	1 3 6	0 14 8	39 0 7		0 15 7½	12 "
18 Sept....	Lusitania	John Brown & Co. (Limited.)	400 "			1 1 3	850 0 0	5 14 6	21 10 0	11 3 3	888 7 9		1 2 2½	12 "
25 " ...	Liguria	"	544 bearing springs			0 8 0	160 0 0	1 1 8	4 1 0	2 4 1	167 6 9		0 8 4½	20 Nov.
25 " ...	"	"	1,200 steel volute springs.....			0 10 3	278 16 0	17 12 10	7 12 4	4 19 0	309 0 2		0 11 4½	2 Dec.
8 Oct.	Potosi	"	100 "			0 2 0	120 0 0	6 19 3	3 5 10	3 12 2	133 17 3		0 2 2½	2 "
8 " ...	"	"	600 c. s. volute springs			0 3 8	18 6 8	1 2 3	0 10 4	0 11 8	20 10 11		0 4 1½	17 "
8 " ...	"	"	350 "			0 2 0	60 0 0	3 9 8	1 12 10	1 16 10	66 19 4		0 2 2½	17 "
8 " ...	"	"	100 recoil spiral springs.....			0 3 8	64 3 4	3 17 0	1 15 1	2 0 1	71 15 6		0 4 1½	17 "
16 " ...	"	"	352 bearing springs			0 2 9	13 15 0	0 2 0	0 7 7	0 3 10	14 8 5		0 2 10½	17 "
						0 10 3	180 8 0	11 8 3	4 19 8	3 12 2	200 8 1		0 11 4½	17 "
							99572 16	07721 11	02427 5 3	2289 17 0	112011 9 3			

Return of Miscellaneous imports, Great Northern Railway, 1880.

1879.	Mendoza	Fried Krupp & Co....	112 c. s. tyres			4 15 0	531 17 11	17 15 9	14 2 9	5 12 6	569 8 11		5 1 8	1880.
30 July ...	Florence	Beyer, Peacock, & Co.	3 goods engines			2090 0 0	6270 0 0	500 0 0	164 16 6	73 6 3	7008 2 9		2336 0 11	13 Mar.
6 Dec. ...	Loch Ken	"	2 "			2090 0 0	4180 0 0	295 0 0	109 18 5	80 6 11	4665 5 4		2332 12 8	— Jan.
12 " ...	Altcar	Dubs & Co.	5 passenger engines.....			2145 0 0	10725 0 0	342 15 5	438 4 9	310 16 0	11816 16 2		2363 7 3	26 April
3 " ...	Chimborazo	Thos. Turton & Sons..	10,000 steel ferrules.....			£21 per M.	210 0 0	1 8 2	5 11 0	2 6 3	219 5 5		21 18 6½	4 Nov.
9 Feb. ...	Airlie.....	Beyer, Peacock, & Co.	2 goods engines			2090 0 0	4180 0 0	290 0 0	109 16 11	103 10 1	4683 7 0		2341 13 6	8 April
14 Nov. ...	Altcar	Vickers, Sons, & Co...	24 c. s. crossings			13 9 3	323 2 10	19 15 6	3 14 11	8 13 2	355 6 5		14 16 1½	9 June
12 April... 1880.	Thirlmere	Brown, Bayley, & Dixon.	24 sets switches			12 10 0	300 0 0	29 0 1	3 19 6	4 8 5	337 8 0		14 1 2	4 Nov.
7 May ... 1879.	Peterborough ...	Vickers, Sons, & Co. (Limited).	20 cast steel crossings			17 15 10	355 17 6	13 6 0	4 3 8	4 7 6	377 14 8		18 17 8½	16 Aug.
15 June... 1880.	Spirit of the South	Ashbury Railway Carriage Co.	Carriage fittings				17 0 0	0 10 0	0 14 6	0 3 7	18 8 1			10 Oct.
14 July ...	"	Vickers, Sons, & Co...	3 cast steel crank axles ...			135 0 0	405 0 0	3 9 8	10 9 6	4 5 11	423 5 1		141 1 8½	15 Nov.
							27497 18 3	1513 0 7	865 12 5	597 16 7	30474 7 10			15 "

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APPENDIX TO REPORT ON RAILWAYS—1880.

No. 5.

RETURN of ROLLING STOCK on hand on Railways of New South Wales, 31st December, 1880.

Name of Railways.	Locomotives.				Passenger Stock.											Goods Stock.																		
	Tank Engines.	Passenger Engines.	Goods Engines.	Total.	Sleeping Carriages.	1st class Carriages.	Composite Carriages.	Composite Smoking Carriages.	Composite Brake Vans.	2nd Class Carriages.	Mail Vans.	Prison Vans.	Hearses.	Horse Boxes.	Carriage Trucks.	Brake Vans.	Total Passenger.	Brake Vans.	A—Low-sided Wagons.	B—High-sided Wagons.	C—Covered Vans.	D—Medium Sided.	E—Timber Wagons.	F—Six-wheels Low-Sided Wagons.	G—Six-wheels High-sided Wagons.	Powder Vans.	Composite Cattle and Goods Vans.	Sheep Vans.	Cattle Wagons.	Meat Vans.	Refrigerating Car.	Ballast Wagons.	Total Goods.	Grand Total of Goods and Passengers.
1880.																																		
Southern and Western	23	74	67	164	5	44	55*	...	24	89	6	3	4	63	36	15	344	62	72	154	139	2,438	182	3	2	8	1	154	171	10	1	42	3,439	3,947
Northern	4	19	28	51	1	19	13	...	...	49	4	2	2	24	22	10	146	27	60	50	48	546	74	...	...	5	...	84	64	3	...	43	1,004	1,201
Total to 31st December, 1880 ...	27	93	95	215	6	63	68	...	24	138	10	5	6	87	58	25	490	89	132	204	187	2,984	236	3	2	13	1	238	235	13	1	85	4,443	5,148
1879.																																		
Southern and Western	17	59	62	138	1	42	45	6	24	71	6	2	4	53	36	15	305	54	72	105	118	2,096	182	...	...	8	1	122	140	10	1	42	2,951	3,394
Northern	4	14	21	39	...	19	14	...	...	48	4	2	2	19	22	9	139	27	40	46	46	516	54	...	...	5	...	83	53	3	...	43	916	1,094
Total to 31st December, 1879 ...	21	73	83	177	1	61	59	6	24	119	10	4	6	72	58	24	444	81	112	151	164	2,612	236	...	...	13	1	205	193	13	1	85	3,867	4,488
Increase	6	20	12	38	5	2	9	...	...	19	...	1	...	15	...	1	46	8	20	53	23	372	20	3	2	...	...	33	42	...	...	...	576	660
Decrease .....	...	...	...	...	...	...	...	†6	...	...	...	...	...	...	...	...	...	...	...	...	...	.....	...	...	...	...	...	...	...	...	...	.....	.....

* One composite carriage converted into second class.
 † The six Composite Smoking Carriages were re-transferred to second class.
 †† One C Van converted into Passenger Brake Van.

No. 6.

PUBLIC DEBT FOR RAILWAYS.

STATEMENT showing the amounts appropriated for Railway Services to 31st December, 1880; the Amount expended to same date; and the Balances retained or written off in the books of the Treasury.

Appropriations.	Particulars.	Expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
16 VICTORIA, No. 39.				
217,500 0 0	Loan to the Sydney Railway Company	217,500 0 0	.....	.....
18 VICTORIA, No. 40.				
400,000 0 0	Construction of Railways.....	400,000 0 0	.....	.....
224,733 18 8	Purchase of the properties of the Sydney Railway and of the Hunter River Railway Companies.....	224,733 18 8	.....	.....
624,733 18 8		624,733 18 8	.....	.....
19 VICTORIA, Nos. 38 & 40.				
62,500 0 0	Railway, Sydney to Liverpool; and Railway, Newcastle to Maitland	62,499 10 0	0 10 0	.....
50,000 0 0	Surveys, experiments, and preparations for the extension of Railways.....	49,997 19 7	2 0 5	.....
112,500 0 0		112,497 9 7	2 10 5	.....
20 VICTORIA, No. 1.				
200,000 0 0	Railway works	200,000 0 0	.....	.....
20 VICTORIA, No. 34.				
300,000 0 0	Railway works	299,927 9 4	72 10 8	.....
22 VICTORIA, No. 22.				
712,000 0 0	Extension of existing Railways	711,999 18 0	.....	0 2 0
8,000 0 0	Railway Trial Survey	8,000 0 0	.....	.....
720,000 0 0		719,999 18 0	.....	0 2 0
23 VICTORIA, No. 10.				
1,300 0 0	Valuation of Land	1,296 0 0	.....	4 0 0
9,021 0 0	Works in progress—Authorized Extensions	8,645 2 8	.....	375 17 4
23,949 0 0	Trial Surveys.....	23,941 1 8	.....	7 18 4
54,100 0 0	New Works	54,100 0 0	.....	.....
88,370 0 0		87,982 4 4	.....	387 15 8
24 VICTORIA, No. 24.				
1,300 0 0	Valuation of Land	1,300 0 0	.....	.....
7,020 0 0	Works in progress—Authorized Extensions	6,718 9 5	.....	301 10 7
8,320 0 0		8,018 9 5	.....	301 10 7
25 VICTORIA, No. 19.				
675 0 0	Valuation of Land	671 1 8	.....	3 18 4
9,184 0 0	Works in progress—Authorized Extensions	8,168 13 2	.....	1,015 6 10
20,000 0 0	Northern Line to Terminus to Morpeth	20,000 0 0	.....	.....
5,000 0 0	Carriage-shed and Machine-shop, and fixing Engine Turn-table, &c., Northern Line.....	4,578 19 3	421 0 9	.....
40,000 0 0	Bridge over Hunter River, at Singleton.....	40,000 0 0	.....	.....
70,000 0 0	Bridge over the Nepean, at Penrith	70,000 0 0	.....	.....
688,000 0 0	Great Southern Line to Goulburn.....	687,999 8 0	0 12 0	.....
16,200 0 0	Land for Great Southern Railway to Goulburn	16,200 0 0	.....	.....
20,000 0 0	Engines for Southern Extensions	20,000 0 0	.....	.....
7,000 0 0	Trial Surveys	7,000 0 0	.....	.....
30,000 0 0	Great Western Line to the Nepean	30,000 0 0	.....	.....
250,000 0 0	Great Western Line from Penrith towards Bathurst	250,000 0 0	.....	.....
250,000 0 0	Great Northern Line towards Armidale	250,000 0 0	.....	.....
60,000 0 0	Horse Railway Line from Blacktown to Windsor and Richmond.....	60,000 0 0	.....	.....
10,000 0 0	Additions and Alterations to Workshops and Stations	9,998 7 6	1 12 6	.....
1,476,059 0 0		1,474,616 9 7	423 5 3	1,019 5 2
3,747,482 18 8	Carried forward	3,745,275 18 11	498 6 4	1,708 13 5

Appropriations.	Particulars.	Expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
3,747,482 18 8	Brought forward.....	3,745,275 18 11	498 6 4	1,708 13 5
26 VICTORIA, No. 14.				
700 0 0	Valuation of Land	696 0 0	.....	4 0 0
11,182 0 0	Works in progress—Authorized Extensions	10,523 3 5	.....	658 16 7
1,000 0 0	Bridge over the Railway, near Newcastle	1,000 0 0	.....	.....
16,000 0 0	Additional Line from Newcastle to Wallsend Junction	14,684 8 6	1,315 11 6	.....
350 0 0	Additional Telegraph Wire for Railway purposes from Parramatta to Penrith	336 5 6	.....	13 14 6
675 0 0	Additional Telegraph Wire for Railway purposes from Campbelltown to Picton	514 16 8	160 3 4	.....
29,907 0 0		27,754 14 1	1,475 14 10	676 11 1
27 VICTORIA, No. 14.				
215,414 3 1	Extension to Goulburn	215,414 3 1	.....	.....
3,932 2 8	Workshops, Southern Line	3,932 2 8	.....	.....
2,480 14 3	Workshops, Northern Line	2,431 7 6	49 6 9	.....
13,000 0 0	Rolling Stock, Northern Line	13,000 0 0	.....	.....
23,000 0 0	Locomotive Engines, Western Line	23,000 0 0	.....	.....
20,000 0 0	Carriages, Break-vans, Western Line	20,000 0 0	.....	.....
35,000 0 0	Locomotive Engines, Northern Line .....	.....	.....	.....
1,000 0 0	Traverses for Coal Sidings, Newcastle .....	.....	.....	.....
4,000 0 0	Ballast-waggons for Northern, Southern, and Western Lines	37,659 10 9	2,340 9 3	.....
50,000 0 0	Extension into Goulburn	50,000 0 0	.....	.....
150,000 0 0	Extension into Bathurst	150,000 0 0	.....	.....
15,000 0 0	Richmond and Windsor Lines	15,000 0 0	.....	.....
7,500 0 0	Purchase of Land for Morpeth Railway	7,495 13 4	4 6 8	.....
5,000 0 0	Siding into Cemetery at Haslem's Creek	4,821 5 6	178 14 6	.....
900 0 0	Wharf, Carriage Dock, and Siding, Newcastle Station and West Maitland	900 0 0	.....	.....
970 0 0	New Passenger Station, Platform, and Station at Hexham	970 0 0	.....	.....
3,500 0 0	Coal Sidings at Newcastle	566 13 9	2,933 6 3	.....
400 0 0	Passenger Station and Platform at Rooty Hill, Western Line	400 0 0	.....	.....
900 0 0	Three Gate-houses on Western Line	831 10 5	68 9 7	.....
110 0 0	Stables at Newcastle	110 0 0	.....	.....
552,107 0 0		546,532 7 0	5,574 13 0	.....
29 VICTORIA, No. 9.				
650 0 0	Station at Riverstone	650 0 0	.....	.....
650 0 0	Station at Mulgrave	650 0 0	.....	.....
9,000 0 0	Additional Ballast and Goods Trucks	9,000 0 0	.....	.....
10,000 0 0	Windsor and Richmond Line	10,000 0 0	.....	.....
850 0 0	Land at Newtown for Siding	820 17 8	29 2 4	.....
10,000 0 0	Additional Rolling Stock	10,000 0 0	.....	.....
20,000 0 0	Additional Goods accommodation, Sydney Station	19,999 18 0	.....	0 2 0
12,000 0 0	Railway-sheds	12,000 0 0	.....	.....
5,000 0 0	Additional accommodation Stations	5,000 0 0	.....	.....
6,000 0 0	Claims for Land on the Penrith, Picton, and Singleton Extensions	3,852 12 4	2,147 7 8	.....
650 0 0	Station at Douglas Park	640 14 3	9 5 9	.....
20,000 0 0	Extension of Great Northern Line to Terminus at Morpeth	19,995 2 11	4 17 1	.....
94,800 0 0		92,609 5 2	2,190 12 10	0 2 0
29 VICTORIA, No. 23.				
200,000 0 0	Extension of the Great Western Line	200,000 0 0	.....	.....
400,000 0 0	Extension of the Great Northern Line	397,714 7 11	2,285 12 1	.....
20,000 0 0	Relaying the Line from Sydney to Parramatta Junction	20,000 0 0	.....	.....
4,000 0 0	Enlarging Railway Bridges at East Maitland	2,508 17 2	1,491 2 10	.....
5,000 0 0	Additional Accommodation to Stations	5,000 0 0	.....	.....
10,000 0 0	Additional Goods Waggons	10,000 0 0	.....	.....
33,000 0 0	One-third the cost of the Bridge over the Nepean, defrayed from Railway Loan	33,000 0 0	.....	.....
15,500 0 0	One-third the cost of Bridge at Singleton, defrayed from Railway Loan	12,160 3 3	3,339 16 9	.....
687,500 0 0		680,383 8 4	7,116 11 8	.....
30 VICTORIA, No. 23.				
3,000 0 0	Engine-shed, Windsor and Richmond Line	1,054 9 6	1,945 10 6	.....
5,000 0 0	Trial Surveys for the Extension of the Great Southern and Western Railways	5,000 0 0	.....	.....
25,000 0 0	Compensation for Land taken on the Ultimo Estate	25,000 0 0	.....	.....
33,000 0 0		31,054 9 6	1,945 10 6	.....
5,144,796 18 8	Carried forward.....	5,123,610 3 0	18,801 9 2	2,385 6 6

APPENDIX TO REPORT ON RAILWAYS—1880.

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Appropriations.	Particulars.	Expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
5,144,796 18 8	Brought forward.....	5,123,610 3 0	18,801 9 2	2,385 6 6
1,000,000 0 0	31 VICTORIA, No. 11. Railway Works—Extension to Bathurst and Goulburn	999,390 6 7	609 13 5	.....
3,412 0 0	31 VICTORIA, No. 27. Half the Cost of the Telegraph Line from Picton to Goulburn, along the line of Railway—chargeable to Railways	3,411 2 0	0 18 0	.....
3,719 0 0	Half the cost of Telegraph Line from Penrith to Bathurst, along the line of Railway—chargeable to Railways	3,511 0 10	207 19 2	.....
7,131 0 0		6,922 2 10	208 17 2	.....
60,000 0 0	32 VICTORIA, No. 13. Towards cost of additional Rolling Stock for Railway purposes	60,000 0 0	.....	.....
10,000 0 0	Compensation for Land taken at Honeysuckle Point	9,852 7 2	147 12 10	.....
70,000 0 0		69,852 7 2	147 12 10	.....
13,000 0 0	34 VICTORIA, No. 2. New Machine-shop, running shed, erecting shop and stores at Newcastle, including roads connected therewith	12,917 4 5	82 15 7	.....
2,000 0 0	Additional Machinery	1,674 4 2	325 15 10	.....
30,500 0 0	New Station, Workshops for carriage and waggons department, carriage-shed, roofing, steam hammer, furnaces and machinery, Redfern, including roads connected therewith	30,420 19 11	79 0 1	.....
5,000 0 0	Excavating Station-yard, Redfern	4,902 14 10	97 5 2	.....
3,500 0 0	Additional Machinery	3,500 0 0	.....	.....
6,000 0 0	New Passenger Station and Platforms, Newcastle, including road approaches	5,965 0 5	34 19 7	.....
60,000 0 0	Construction of Rolling Stock	59,998 3 6	1 16 6	.....
35,000 0 0	Completion of the relaying of the Line from Sydney to Parramatta	30,402 14 5	4,597 5 7	.....
17,000 0 0	Completion of new Goods-shed, Sydney, and Roads and Sidings in connection with same	14,518 9 10	2,481 10 2	.....
5,000 0 0	Extension to Morpeth	4,994 10 0	5 10 0	.....
2,000 0 0	Land for Windsor and Richmond Line	1,340 18 11	659 1 1	.....
179,000 0 0		170,635 0 5	8,364 19 7	.....
124 0 0	35 VICTORIA, No. 5. Construction of Railway-sheds	122 9 5	1 10 7	.....
230,000 0 0	Completion of Lines already sanctioned	229,942 14 2	57 5 10	.....
70,000 0 0	Construction of Rolling Stock manufactured in the Colony	65,580 13 9	4,419 6 3	.....
300,124 0 0		295,645 17 4	4,478 2 8	.....
60,000 0 0	36 VICTORIA, No. 2. Rolling Stock manufactured in the Colony	58,871 2 4	1,128 17 8	.....
2,000 0 0	Station Buildings—West Maitland	1,876 10 2	123 9 10	.....
257 0 0	Station-master's House at Newtown	257 0 0	.....	.....
75,000 0 0	Purchase of Railway Stores, &c., &c.	75,000 0 0	.....	.....
137,257 0 0		136,004 12 6	1,252 7 6	.....
60,000 0 0	36 VICTORIA, No. 17. Rolling Stock manufactured in the Colony	59,971 0 9	28 19 3	.....
10,000 0 0	Trial Surveys	9,999 18 11	0 1 1	.....
1,131,000 0 0	Towards the construction of a Line from Goulburn to Wagga Wagga	1,131,000 0 0	.....	.....
60,000 0 0	Construction of a Line—Kelso to Bathurst	60,000 0 0	.....	.....
279,000 0 0	Construction of a Line—Bathurst to Orange	279,000 0 0	.....	.....
361,500 0 0	Construction of a Line—Murrurundi to Tamworth	361,500 0 0	.....	.....
1,901,500 0 0		1,901,470 19 8	29 0 4	.....
8,739,808 18 8	Carried forward	8,703,531 9 6	33,892 2 8	2,385 6 6

Appropriations.	Particulars.	Expended.	Balances	
			Retained.	Written off.
£ s. d.		£ s. d.	£ s. d.	£ s. d.
8,739,808 18 8	Brought forward.....	8,703,531 9 6	33,892 2 8	2,385 6 6
	38 VICTORIA, No. 2.			
20,000 0 0	Trial Surveys.....	19,988 3 4	11 16 8	.....
100,000 0 0	Rolling Stock.....	99,992 12 10	7 7 2	.....
25,000 0 0	Towards purchasing Land, laying Sidings, and erecting Sheds, Darling Harbour Wharf.....	24,993 15 1	6 4 11	.....
10,000 0 0	Engine-sheds.....	9,946 4 1	53 15 11	.....
8,000 0 0	Enlarging Machine-shop, Sydney.....	6,543 5 4	1,456 14 8	.....
2,000 0 0	Additional Machinery, Sydney.....	2,000 0 0	.....	.....
6,000 0 0	Completion of New Station, Redfern.....	5,931 13 7	68 6 5	.....
45,000 0 0	To complete Western Line, to Kelso, &c.....	44,980 18 9	19 1 3	.....
1,000 0 0	Unadjusted Land Claims.....	138 0 8	861 19 4	.....
50,000 0 0	To connect Great Northern Railway with the New Wharfage Accommodation at Bullock Island.....	43,326 9 3	6,673 10 9	.....
50,000 0 0	Purchase of twelve Passenger Locomotive Engines for extensions beyond Murrurundi, Goulburn, and Bathurst.....	50,000 0 0	.....	.....
317,000 0 0		307,841 2 11	9,158 17 1	.....
	39 VICTORIA, No. 18.			
20,000 0 0	Trial Surveys.....	20,000 0 0	.....	.....
50,000 0 0	Rolling Stock.....	49,599 17 2	400 2 10	.....
5,000 0 0	Additional Machinery.....	5,000 0 0	.....	.....
75,000 0 0		74,599 17 2	400 2 10	.....
	40 VICTORIA, No. 12.			
350,000 0 0	Orange to Wellington.....	350,000 0 0	.....	.....
260,000 0 0	Wellington to Dubbo.....	237,331 3 4	22,668 16 8	.....
384,000 0 0	Juneo to Narandera.....	274,013 8 0	109,086 12 0	.....
600,000 0 0	Tamworth to Armidale.....	474,920 3 8	125,079 16 4	.....
220,000 0 0	Werris Creek to Gunnedah.....	220,000 0 0	.....	.....
25,000 0 0	Trial Surveys.....	25,000 0 0	.....	.....
150,000 0 0	Additional Rolling Stock.....	150,000 0 0	.....	.....
10,000 0 0	For strengthening the Bridge and improving the gradients on the Windsor and Richmond Line.....	10,000 0 0	.....	.....
1,999,000 0 0		1,741,264 15 0	257,735 5 0	.....
	41 VICTORIA, No. 4.			
30,000 0 0	To complete line from Goulburn to Wagga Wagga.....	30,000 0 0	.....	.....
20,352 0 0	To complete the extension into Bathurst.....	5,970 18 10	14,381 1 2	.....
77,000 0 0	To complete the line from Bathurst to Orange.....	61,236 5 7	15,763 14 5	.....
80,000 0 0	To complete line from Murrurundi to Tamworth.....	71,826 7 9	8,173 12 3	.....
207,352 0 0		169,033 12 2	38,318 7 10	.....
	41 VICTORIA, No. 7.			
680,000 0 0	For the extension of the Great Southern Railway from the end of No. 3 Contract near Wagga Wagga to Albury, including the Viaduct over the Murrumbidgee River.....	642,378 1 0	37,621 19 0	.....
20,000 0 0	Trial Surveys.....	20,000 0 0	.....	.....
20,000 0 0	To double the line from Wallsend Junction to Hexham.....	20,000 0 0	.....	.....
240,000 0 0	Rolling Stock, including Engines.....	240,000 0 0	.....	.....
960,000 0 0		922,378 1 0	37,621 19 0	.....
	43 VICTORIA, No. 11.			
1,611,000 0 0	Tamworth to Tenterfield.....	62,649 6 6	1,548,350 13 6	.....
1,450,000 0 0	Dubbo to the vicinity of Bourke.....	3,217 12 4	1,446,782 7 8	.....
370,000 0 0	Gunnedah to a point opposite Narrabri.....	10,751 8 4	359,248 11 8	.....
735,000 0 0	Wallerawang to Mudgee.....	46,104 14 10	688,895 5 2	.....
735,000 0 0	Narrandera to Hay.....	82,986 17 7	652,013 2 5	.....
100,000 0 0	Goulburn to Wagga Wagga, to complete the line.....	75,585 4 5	24,414 15 7	.....
20,000 0 0	Trial Surveys.....	6,139 8 5	13,860 11 7	.....
225,000 0 0	Purchase of Railway stores and materials which cannot properly be charged to the Appropriations of Parliament until actually issued for use—the vote to be recouped as issues take place.....	225,000 0 0	.....	.....
620,000 0 0	Rolling Stock required during four years ending 1882.....	307,515 10 6	312,484 9 6	.....
5,866,000 0 0		819,950 2 11	5,046,049 17 1	.....
	44 VICTORIA, No. 12.			
40,000 0 0	Orange to Dubbo.....	.....	40,000 0 0	.....
22,000 0 0	Werris Creek to Gunnedah.....	18,628 11 1	3,371 8 11	.....
250,000 0 0	For the site and erection of New Workshops, Machinery, &c.....	95 4 2	249,904 15 10	.....
100,000 0 0	Doubling Line between Parramatta Junction, &c.....	53,525 12 4	46,474 7 8	.....
412,000 0 0		72,249 7 7	339,750 12 5	.....
18,576,160 18 8	TOTAL.....	£12,810,848 8 3	5,762,927 3 11	2,385 6 6

The Treasury, New South Wales,
20th May, 1881.

JAMES PEARSON,
Accountant.

No. 7.

STATEMENT showing the Amount authorized to be raised by LOAN for RAILWAY PURPOSES; the Amount of DEBENTURES sold, and the INTEREST to the 31st December, 1880, on LOANS already negotiated.

Act.	Amount authorized to be raised.	Debentures sold— Amount.	Short-issued.	Over-issued and to raise amounts short-raised.	Interest.			Remarks.
					Rate.	Annual Interest on Authorized Loans.	Interest to 31st December, 1880, on Loans already negotiated.	
16 Victoria No. 39	£ 217,500 0 0	£ 217,500 0 0			5 per cent.	£ 10,875 0 0	£ 285,891 4 9*	* 2½d. and 3¼d. per diem were the rates of interest of original Loan, but renewals were at the rate of 5 per cent. per annum. † Some of these Debentures have been renewed as they fell due. ‡ The interest on the original Loan is inserted in this column, notwithstanding the following Debentures have been finally paid off, viz. :— 31 December, 1872 £20,000 31 .. 1873 21,000 31 .. 1874 22,000 31 .. 1875 23,200 31 .. 1876 24,300 31 .. 1877 25,500 31 .. 1878 10,500 31 .. 1879 27,900 31 .. 1880 30,500 Amounting to £207,900
18 " No. 40	624,733 18 8	666,800 0 0		42,066 1 4	"	33,340 0 0	840,442 6 5†	
19 " Nos. 38 & 40	112,500 0 0	112,500 0 0			"	5,625 0 0	126,562 10 0	
20 " No. 1	200,000 0 0	203,000 0 0		3,000 0 0	"	10,150 0 0	238,525 0 0	
20 " No. 34	300,000 0 0	299,000 0 0	1,000 0 0		"	14,950 0 0	335,525 0 0	
22 " No. 22	720,000 0 0	720,000 0 0			"	36,000 0 0	792,000 0 0	
23 " No. 10	88,370 0 0	88,300 0 0	70 0 0		"	4,415 0 0	90,507 10 0	
24 " No. 24	8,320 0 0	8,300 0 0	20 0 0		"	415 0 0	8,092 10 0	
25 " No. 19	1,476,059 0 0	1,476,000 0 0	59 0 0		"	73,800 0 0	1,402,200 0 0	
26 " No. 14	29,907 0 0	29,900 0 0	7 0 0		"	1,495 0 0	23,920 0 0	
27 " No. 14	552,107 0 0	552,100 0 0	7 0 0		"	27,605 0 0	441,680 0 0	
29 " No. 9	94,800 0 0	94,800 0 0			"	4,740 0 0	63,990 0 0	
29 " No. 23	687,500 0 0	687,500 0 0			"	34,375 0 0	498,437 10 0	
30 " No. 23	33,000 0 0	33,000 0 0			"	1,650 0 0	23,100 0 0	
31 " No. 11	1,000,000 0 0	1,000,000 0 0			"	50,000 0 0	643,800 0 0‡	
31 " No. 27	7,131 0 0	7,100 0 0	31 0 0		"	355 0 0	4,437 10 0	
32 " No. 13	70,000 0 0	70,000 0 0			"	3,500 0 0	42,000 0 0	
34 " No. 2	179,000 0 0	179,000 0 0			"	8,950 0 0	91,737 10 0	
Proportion of Issue under various Loan Acts to make good the amount short-raised under the same		228,700 0 0		228,700 0 0	"	11,435 0 0	120,067 10 0	
35 Victoria No. 5	300,124 0 0	300,100 0 0	24 0 0		"	15,005 0 0	142,547 10 0	
36 " No. 2	137,257 0 0	137,200 0 0	57 0 0		"	6,860 0 0	58,310 0 0	
36 " No. 17	1,901,500 0 0	1,901,500 0 0			4 per cent.	76,060 0 0	420,300 0 0	
38 " No. 2	317,000 0 0	317,000 0 0			"	12,680 0 0	25,360 0 0	
39 " No. 18	75,000 0 0	75,000 0 0			"	3,000 0 0	15,000 0 0	
40 " No. 12	1,999,000 0 0	1,999,000 0 0			"	79,960 0 0	159,920 0 0	
41 " No. 4	207,352 0 0	207,300 0 0	52 0 0		"	8,292 0 0	16,584 0 0	
41 " No. 7	960,000 0 0				"	38,400 0 0		
43 " No. 11	5,866,000 0 0				"	234,640 0 0		
44 " No. 12	412,000 0 0				"	16,480 0 0		
Total.....	£ 18,576,160 18 8	£ 11,610,600 0 0	£ 1,327 0 0	£ 273,766 1 4		£ 825,052 0 0	£ 6,910,937 11 2	

The total amount of the Debentures issued to 31st December, 1880, was £11,610,600 0 0
 Add the Debentures authorized but not then issued, amounting to 7,238,000 0 0
 Making a total of £18,848,600 0 0
 Deduct Debentures issued in excess of amount authorized £273,766 1 4
 Less amount authorized in excess of issue 1,327 0 0
 272,439 1 4
 Total, as above shown £18,576,160 18 8

The Treasury, New South Wales,
20th May, 1881.

JAMES PEARSON,
Accountant

No. 8.

RETURN showing the CAPITAL EXPENDITURE on the Government Railways and Tramways of New South Wales, to the 31st December, 1879, and subsequent Expenditure to the 31st December, 1880.

Lines and Sections.	Total Expenditure to 31 December, 1879.	Amount Expended in 1880.	Total Expended to 31 December, 1880.
	£ s. d.	£ s. d.	£ s. d.
Trunk Line—			
Darling Harbour Branch	113,909 12 0	13,308 19 0	127,218 11 0
Sydney to Parramatta Junction	832,180 13 10	32,004 16 10	864,185 10 8
Tramway	4,878 7 1	.....	4,878 7 1
Total, Trunk Line	£ 950,968 12 11	45,313 15 10	996,282 8 9
Great Southern Line—			
Parramatta Junction to Liverpool	138,105 9 7	12,756 12 8	150,862 2 3
Liverpool to Campbelltown	134,904 10 10	3,293 0 10	138,197 11 8
Campbelltown to Menangle	82,524 4 4	532 16 11	83,057 1 3
Menangle to Picton	333,962 12 8	19 19 0	333,982 11 8
Picton to Goulburn	1,044,569 19 8	3,721 18 8	1,048,291 8 4
Goulburn to Yass	446,415 6 6	1,767 1 7	448,182 8 1
Yass to Cootamundra	503,915 11 6	7,841 11 9	511,757 3 3
Cootamundra to North Wagga..... £354,192 4s. od.... } Deduct	*10,280 os. od.... } 343,912 4 0	3,898 10 6	347,810 14 6
Juncce to Narrandera	44,113 4 0	238,783 8 11	282,896 12 11
North Wagga Wagga to Albury	£379,607 17s. 10d.... } Add	*10,280 os. od.... } 389,887 17 10	290,713 9 5
Narrandera to Hay .....	.....	44,049 11 2	44,049 11 2
Total, Southern Line	£ 3,462,311 0 11	607,378 1 5	4,069,689 2 4
Great Western Line—			
Parramatta Junction to Penrith	330,590 2 4	21,402 8 0	351,992 10 4
Blacktown to Richmond	117,463 17 7	8,772 7 1	126,236 4 8
Penrith to Bathurst	1,911,423 0 1	45,708 0 9	1,957,131 0 10
Bathurst to Orange	363,965 18 9	6,006 19 7	369,972 18 4
Orange to Wellington	328,272 17 9	87,256 17 0	415,529 14 9
Wellington to Dubbo	71,507 11 3	119,020 16 1	190,528 7 4
Dubbo to vicinity of Bourke	4,423 0 8	2,768 11 8	7,191 12 4
Wallerawang to Mudgee	8,059 6 7	28,271 2 0	36,330 8 7
Total, Western Line	£ 3,135,705 15 0	319,207 2 2	3,454,912 17 2
Great Northern Line—			
Newcastle to West Maitland	538,376 0 9	28,773 6 4	567,149 7 1
Morpeth Branch	56,615 0 3	220 9 6	56,835 9 9
West Maitland to Singleton	342,349 16 4	1,332 18 7	343,682 14 11
Singleton to Murrurundi	729,242 11 4	320 5 4	729,562 16 8
Murrurundi to Tamworth	414,930 10 1	34,821 19 10	449,752 9 11
Werris Creek to Gunnedah	242,582 1 3	3,163 19 7	245,746 0 10
**Tamworth to Uralla..... £94,250 10s. od.... } Do. Trial Surveys ...	†2,461 9s. 1d.... } 96,711 19 1	352,169 0 8	448,880 19 9
**Uralla to Glen Innes	5,594 12s. 10d.... } Do. Trial Surveys ...	†3,019 2s. 7d.... } 8,613 15 5	3,123 3 3
**Glen Innes to Tenterfield	1,002 1s. 11d.... } Do. Trial Surveys ...	†2,326 16s. 10d.... } 3,328 18 9	1,441 5 6
Gunnedah to Narrabri	1,503 4 10	11,153 15 4	12,657 0 2
Total, Northern Line	£ 2,434,253 18 1	436,520 3 11	2,870,774 2 0
Total Cost of Construction	£ 9,983,239 6 11	1,408,419 3 4	11,391,658 10 3
Rolling Stock—			
South and West	1,026,023 13 8	172,765 19 4	1,198,789 13 0
Richmond Branch	5,226 1 1	.....	5,226 1 1
North	292,543 12 7	30,733 3 5	323,276 16 0
Tramway	1,712 12 3	.....	1,712 12 3
Total, Rolling Stock	£ 1,325,505 19 7	203,499 2 9	1,529,005 2 4
Machinery—			
South and West	35,519 16 4	7,338 11 0	42,858 7 4
North	7,948 5 1	1,994 4 1	9,942 9 2
Total, Machinery	43,468 1 5	9,332 15 1	52,800 16 6
Furniture—			
South and West	304 5 11	671 6 0	975 11 11
North	119 0 6	.....	119 0 6
Total, Furniture	£ 423 6 5	671 6 0	1,094 12 5
Trial Surveys	***58,690 9 6	8,791 13 10	67,482 3 4
Total, Railways	£ 11,411,327 3 10	1,630,714 1 0	13,042,041 4 10
Tramways—			
Construction	15,227 10 8	27,383 18 1	42,611 8 9
Rolling Stock	6,546 13 1	10,068 9 5	16,615 2 6
Machinery	287 3 10	225 13 2	512 17 0
Furniture	207 12 2	601 2 11	808 15 1
Trial Surveys	†22 1s. 11d. } 22 1 11	1,330 18 9	1,353 0 8
Total Tramways	£ 22,291 1 8	39,610 2 4	61,901 4 0
GRAND TOTAL	£ 11,433,618 5 6	1,670,324 3 4	13,103,942 8 10

* Part cost of temporary line through town of Wagga Wagga, transferred to the North Wagga Wagga to Albury section.

** Formerly included in section Tamworth to Tenterfield.

*** This amount appears in Return of 1879 as £60,519 10s. 11d. It is now reduced by £7,829 10s. 5d., the various items having been carried to authorized extensions, and marked thus †.

No. 9.

STATEMENT showing the COST OF CONSTRUCTION and COST PER MILE on different Sections of the Railway Lines, to 31st December, 1880.

Lines opened for Traffic.	Length in Miles.	Total Cost.	Cost per Mile.
		£	£
Darling Harbour Branch	1	127,219	127,219
Sydney to Parramatta Junction.....	13	857,840	65,988
Haslem's Creek Branch	$\frac{1}{2}$	6,346	12,692
Parramatta Junction to Gerogery	355 $\frac{1}{2}$	3,586,044	10,087
Parramatta Junction to Wellington	235	3,094,626	13,169
Blacktown to Richmond.....	16	126,236	7,890
Newcastle to Tamworth	182	2,046,090	11,242
Werris Creek to Gunnedah	41	245,746	5,994
Bullock Island Branch	1 $\frac{1}{2}$	44,057	29,371
Morpeth Branch	4	56,836	14,209
Average Cost, Construction of Lines open	849 $\frac{1}{2}$	10,191,040	11,997
		£	
Pitt-street Tramway		4,878	
Rolling Stock		1,529,005	
Machinery.....		52,801	
Furniture		1,095	
		1,587,779	
Average Cost per mile, including all charges	849 $\frac{1}{2}$	11,778,819	13,866

NOTE.—Between Sydney and Parramatta Junction, including the Darling Harbour Branch, there are, in addition to the lengths shown, 18 miles of sidings, the cost of which, together with the cost of the Locomotive, Permanent Way, and Traffic Shops and Sheds, &c., at Sydney, is included in the amounts shown.

On the Bullock Island Branch there are 3 $\frac{1}{2}$ miles of sidings, the cost of which is included.

No. 10.

TABLE showing the number of MILES OPENED per annum, and the annual and average daily MILEAGE of TRAINS, from the commencement on 26th September, 1855, to 31st December, 1880.

Year.	Opened per annum.	Total opened.	Total Train Mileage.	Average Daily Mileage.
1855	14	14	14,107	147
1856	9	23	68,371	187
1857	17	40	107,822	295
1858	15	55	141,495	388
1859	Nil	55	147,618	404
1860	15	70	179,249	491
1861	3	73	214,881	589
1862	24	97	274,565	752
1863	27	124	315,177	863
1864	19	143	415,422	1,138
1865	Nil	143	483,446	1,324
1866	Nil	143	490,475	1,344
1867	61	204	600,751	1,646
1868	43	247	768,529	2,106
1869	71	318	893,552	2,448
1870	21	339	901,139	2,469
1871	19	358	931,333	2,552
1872	40	398	1,036,255	2,839
1873	5	403	1,109,879	3,041
1874	Nil	403	1,249,233	3,423
1875	34	437	1,472,204	4,033
1876	72	509	1,688,064	4,627
1877	89	598	2,106,802	5,772
1878	90 $\frac{1}{2}$	688 $\frac{1}{2}$	2,655,176	7,274
1879	46	734 $\frac{1}{2}$	2,932,463	7,572
1880	115	849 $\frac{1}{2}$	3,239,472	8,851

An average length of 33 $\frac{1}{2}$ miles opened per annum.

No. 12.

RETURN of the EARNINGS from Traffic in Passengers and Goods during year 1880.

Year and Name of Railway.	Miles opened for Traffic 31 Dec.	Gross Earnings from Coaching Traffic.							Gross Earnings from Goods Traffic.						Gross Earnings from all sources.
		Passengers.			Excess-Luggage, Parcels, Cloak Room, Horses, Carriages, and Dogs.	Mails.	Miscellaneous.	Total from Coaching.	Live Stock.	Minerals.	Wool.	General Merchandise.	Miscellaneous.	Total from Goods.	
		1st and 2nd Class Passengers.	Holders of Season Tickets	Total from Passengers.											
1880.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
South and West	621	202,561 9 1	14,815 16 4	277,377 5 5	24,856 13 3	6,566 10	4,196 19 6	312,997 8 2	38,374 1 0	63,379 17 0	61,165 19 0	419,431 3 8	1,093 6 2	573,944 7 7	836,941 15 9
North	228½	61,830 10 8	916 6 7	62,746 17 3	9,366 12 8	2,656 10 0	2,381 16 7	77,151 16 6	7,807 7 5	43,122 0 3	21,952 7 1	122,856 11 0	1,184 4 8	106,922 19 5	274,074 15 11
Total, 1880	849½	324,391 19 9	15,732 2 11	340,124 2 8	34,223 5 11	9,223 0 0	6,578 16 1	390,149 4 8	46,681 9 2	96,502 3	83,118 0 1	542,287 14 8	2,277 10 10	770,867 7 0	1,161,016 11 8
1879.															
South and West	506	206,250 2 0	12,098 0 8	218,357 2 8	21,241 1 9	5,333 0 0	4,027 5 0	249,513 10 2	36,165 14 7	41,981 11 3	43,718 1 1	328,016 3 4	1,035 18 2	450,967 8 5	700,480 18 7
North	225½	58,049 16 9	956 18 3	59,006 15 0	8,000 12 1	2,362 19 8	1,966 9 0	70,436 15 9	9,559 19 2	43,212 15 11	18,157 8 11	104,421 13 0	1,096 11 8	181,448 8 8	251,835 4 5
Total, 1879	734½	264,308 18 9	13,054 18 11	277,363 17 8	29,241 13 10	8,250 19 8	5,993 14 9	319,950 5 11	45,725 13 9	90,194 7 2	61,875 10 0	432,437 16 4	2,182 9 10	632,415 17 1	952,366 3 0
Increase, 1880	115	60,083 1 0	2,677 4 0	62,760 5 0	4,981 12 1	972 0 4	1,485 1 4	70,198 18 9	955 15 5	6,307 19 1	21,242 16 1	109,349 13 4	95 1 0	138,451 9 11	208,650 8 8
Decrease, 1880															

No. 13.

RETURN of WORKING EXPENSES and ROLLING STOCK during Year 1880.

Year and Name of Railway.	Miles open, 31 December.	Locomotive Power.	Carriage and Waggon Repairs.	Maintenance and Renewal of Way.	Traffic Charges, Coaching and Merchandise.	Compensation—Personal Injury, &c.	Compensation—Damage to and Loss of Goods.	Miscellaneous Working Expenditure and General Establishment.	Total Working Expenses.	Total Earnings.	Net Earnings.	Proportion per cent. of Expenditure to Total Earnings.	Rolling Stock on 31st Dec., 1880.				
													Locomotives.	Passenger Stock.	Goods Stock.	Total Vehicles.	
1880.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.						
South and West...	621	172,141 14 0	24,700 7 8	115,583 9 4	158,333 19 9	5,637 10 10	431 10 5	14,271 11 9	491,100 3 9	886,941 15 9	395,841 12 0	55'37	164	344	3,439	3,947	
North	228½	48,305 12 8	8,595 12 9	38,267 18 7	55,422 4 3	492 3 0	141 16 4	5,393 0 9	156,618 8 4	274,074 15 11	117,456 7 7	57'14	51	146	1,004	1,201	
Total, 1880 ...	849½	220,447 6 8	33,296 0 5	153,851 7 11	213,756 4 0	6,129 13 10	573 6 9	19,664 12 6	647,718 12 1	1,161,016 11 8	513,297 19 7	55'79	215	490	4,443	5,148	
1879.																	
South and West...	506	166,126 6 9	24,369 18 5	107,298 19 6	140,169 16 4	270 16 0	316 16 1	13,943 3 1	452,495 16 2	700,480 18 7	247,985 2 5	64'60	138	305	2,951	3,394	
North	228½	48,467 3 8	8,374 4 9	36,374 1 1	53,764 18 5	210 5 10	73 12 11	4,960 12 9	152,224 19 5	251,885 4 5	99,660 5 0	60'43	39	139	916	1,094	
Total, 1879 ...	734½	214,593 10 5	32,744 3 2	143,673 0 7	193,934 14 9	481 1 10	390 9 0	18,903 15 10	604,720 15 7	952,366 3 0	347,645 7 5	63'49	177	444	3,867	4,488	
Increase, 1880..	115	5,853 16 3	551 17 3	10,178 7 4	19,821 9 3	5,648 12 0	182 17 9	760 16 8	42,997 16 6	208,650 8 8	165,652 12 2	.....	38	46	576	660
Decrease, 1880	...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	770	...	...	...	...

No. 14.

TRAMWAY LINES—OPENED FOR TRAFFIC.

RETURN showing the WORKING EXPENSES, NUMBER of PASSENGERS, EARNINGS, ROLLING STOCK, &c., to 31st December, 1880.

Miles open for Traffic.	Number of Miles travelled by Train.	Working Expenses.						No. of Passengers.	Earnings.			Net Earnings.	Proportion per cent. of Expenditure to Total Earnings.	Rolling Stock.	
		Locomotive Power.	Carriage Repairs.	Maintenance and Renewal of Way.	Traffic Charges.	General Charges.	Total.		Passengers.	Miscellaneous.	Total.			Motors.	Cars.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.		No.	No.
4	84,074	6,146 5 9	851 1 10	1,578 13 5	3,721 12 5	1,146 5 1	13,443 18 6	2,086,897	18,968 2 11	12 1 6	18,980 4 5	5,536 5 11	70.83	10	20

No. 15.

STATEMENT of Tramway Rolling Stock Ordered and Supplied to 30 June, 1881.

MOTORS.				CARS.			
From whom Supplied.	No. Ordered.	No. Supplied.	Price.	From whom Supplied.	No. Ordered.	No. Supplied.	Price.
Baldwin Locomotive Works ...	33	4	each. £948	Hudson Bros.	2	2	each. £300
" " .....	.....	3	1,345	" "	6	6	698
" " .....	.....	3	1,145	" "	1	1	735
" " .....	.....	6	1,004	" "	1	1	706
" " .....	.....	9	1,176	Brill & Co.....	6	6	439
Kitson & Co.	2	.....	* .....	Thos. Wearne	5	5	400
Beaumont Compressed Air Engine	1	.....	* .....	" " .....	1	1	773
" " .....	.....	.....	.....	" " .....	20	9	595
Total	36	25	.....	Total	42	31	.....

* Price to be arranged by Agent General.

No. 16.

RETURN showing Rails and Fastenings ordered and supplied for Tramways to 30th June, 1881.

Date.	Contractors.	Contract for—		Supplied.		Rate per ton.	Amount.
		Description.	Weight.	Weight.			
1879. — July ...	E. Hughes	Rails	T. c. q. lbs.	T. c. q. lbs.	£ s. d.	£ s. d.	
		Fish-plates		190 10 1 24		1,982 11 10	
		Bracket spikes		1 0 1 4			
		Dog spikes		1 17 3 13		425 19 9	
		Cast-iron brackets		1 9 0 5			
				14 1 3 12			
1880. 28 April...	do	Rails	250 0 0 0	246 8 0 0	11 0 0	2,710 8 0	
		Fish-plates	10 10 0 0	9 18 1 18	12 10 0	124 0 2	
		Fish-bolts	3 8 0 0	3 6 0 19	42 0 0	138 19 2	
		Dog spikes	6 8 0 0	6 0 1 15	20 10 0	123 7 10	
22 May ...	do	Rails	420 0 0 0	364 2 1 0	11 5 0	4,096 5 4	
		Fastenings	18 0 0 0	16 11 2 11	20 5 0	335 14 10	
22 „ ...	Triggs, Marr, & Taylor	Cast iron chairs	168 10 0 0	168 10 0 0	7 17 6	1,326 18 9	
		Brackets	6 0 0 0	6 0 0 0	8 0 0	48 0 0	
7 July ...	E. Hughes	Rails	700 0 0 0	817 17 1 27	11 5 0	9,201 1 9	
		Fastenings	28 10 0 0	99 5 2 0	32 0 0	3,176 16 0	
7 „ ...	Bubb & Rees	Chairs	316 0 0 0	295 13 3 0	7 11 6	2,239 16 8	
10 Dec. ...	Cammell & Co., Sheffield	Steel rails	500 0 0 0		11 5 0		
		2,520 Fish-plates			13 10 0		
		34,821 Cast-iron studs			23 10 0		
		2,520 Cast-iron fish-joints			23 10 0		
		10,044 Fish-bolts			31 0 0		
		34,821 Stud-bolts			31 0 0		
		42,354 Coach-screws			37 10 0		
23 Dec. ...	E. Hughes	Stalk rails		34 17 3 3	11 0 0	383 15 6	
1881. 24 April...	do	Fastenings		4 11 0 22	20 5 0	92 6 9	
		24' Rails—300					
		21' „ 172		72 4 3 10			
		18' „ 67					
		24' Guards—300			11 5 0	1,297 6 11	
		21' „ 172		43 1 2 6			
		18' „ 67					
		539 Fish-plates					
		539 Joint studs		1 0 2 23			
		8,551 Short studs					
		2,156 Fish-bolts and nuts			32 0 0	131 17 5	
		7,473 Stud bolts and nuts		1 8 1 25			
		9,090 Coach screws		1 13 0 27			
8 June ...	do	Rails	500 0 0 0		10 0 0		
		7,534 Fish-plates	11 15 1 21		20 0 0		
		15,068 Bolts and nuts	3 18 0 22		30 0 0		
		63,531 Screws	11 17 2 3		30 0 0		
8 „ ...	Tender accepted in England.	Steel rails	1,000 0 0		*7 15 0		

* Freight, insurance, and other charges, to be added.

No. 17.

WORKING EXPENSES.

SCHEDULES of Expenditure in Revenue Account, during the year ending 31 December, 1880.

Schedules.	Northern.	South, Western, and Richmond.	Total.
	£ s. d.	£ s. d.	£ s. d.
LOCOMOTIVE BRANCH.			
GENERAL EXPENSES.—Covers charges common to Nos. 10 to 53.			
1. Superintendence and office expenses	1,662 7 3	4,131 13 5	5,794 0 8
2. Holidays	1,950 11 4	4,537 7 7	6,487 18 11
3. Half pay	1 4 11	117 14 2	118 19 1
4. Casualties	23 19 6	1,266 10 9	1,290 10 3
5. Compensation .....	.....	.....	.....
6. Stationery and Printing .....	.....	0 19 6	0 19 6
7. Repairs of machinery and workshops	699 13 5	1,599 8 7	2,299 2 0
8. Fuel and lighting	242 7 3	2,307 1 3	2,549 8 6
9. Sundries	36 14 3	427 12 10	464 7 1
LOCOMOTIVES.—RUNNING EXPENSES.			
10. Inspectors and foremen	310 3 6	4,219 1 9	4,529 5 3
11. Wages of enginemen and firemen	13,455 15 8	47,721 6 5	61,177 2 1
12. Wages of engine-cleaners and running shed labourers	3,374 5 1	13,560 12 5	16,934 17 6
13. Cost of fuel for engines and wages of fuelmen	9,042 18 10	33,170 1 5	42,213 0 3
14. Water, wages of pumpers, and repairs of pumping engines	1,199 4 9	7,028 0 4	8,227 5 1
15. Oil, tallow, waste, flax, and packing, &c.	2,389 9 0	12,291 18 5	14,681 7 5
16. Hand tools and implements	125 8 0	434 8 1	560 16 1
17. Clothing .....	.....	.....	.....
18. Watches	158 8 9	1,040 13 3	1,199 2 0
19. Sundries	30 2 8	154 13 7	184 16 3
LOCOMOTIVES.—REPAIRING EXPENSES.			
20. Foremen	825 1 7	909 8 6	1,734 10 1
21. Wages for repairs and renewals of engines	8,361 11 6	26,532 19 6	34,894 11 0
22. Materials for ditto	3,863 2 8	8,325 8 4	12,188 11 0
23. Hand Tools and implements	545 17 2	1,648 7 6	2,194 4 8
24. Additions and improvements to locomotive engines	4 3 3	703 15 0	707 18 3
25. Sundries	2 2 4	12 11 5	14 13 9
CARRIAGES AND WAGGONS.—Covers charges common to Nos. 40 to 53.			
30. Inspectors and foremen	216 5 3	425 4 6	641 9 9
31. Carriage examiners	201 5 6	2,598 11 4	2,799 16 10
32. Hand tools and implements	53 18 7	192 17 11	246 16 6
33. Sundries .....	.....	9 10 0	9 10 0
CARRIAGE REPAIRS.			
40. Wages for repairs and renewals	2,605 17 11	6,075 13 0	8,681 10 11
41. Materials ditto	1,221 15 2	3,231 6 11	4,453 2 1
42. Additions and improvements	64 0 3	788 17 5	852 17 8
43. Casualties	287 17 8	347 9 4	635 7 0
WAGGON REPAIRS.			
50. Wages for repairs and renewals	2,634 14 6	5,704 11 2	8,339 5 8
51. Materials ditto	1,290 17 4	4,327 11 3	5,618 8 7
52. Additions and improvements	1 18 4	310 9 6	312 7 10
53. Casualties	17 2 3	688 5 4	705 7 7
Total, Locomotive Branch	56,901 5 5	196,842 1 8	253,743 7 1
PERMANENT WAY BRANCH.			
GENERAL EXPENSES.—Covers charges common to Nos. 70 to 86.			
60. Superintendence and office expenses	1,580 15 7	5,028 4 7	6,609 0 2
61. Repairs of workshops, &c.	0 16 0	1,051 1 1	1,051 17 1
62. Holidays	1,313 3 3	3,341 2 5	4,654 5 8
63. Half pay	37 16 0	121 15 9	159 11 9
64. Compensation .....	.....	.....	.....
65. Stationery and printing .....	.....	.....	.....
66. Fuel and lighting	32 12 11	2 7 10	35 0 9
MAINTENANCE OF WAY.			
70. Inspectors, &c.	1,723 11 4	2,118 17 8	3,842 9 0
71. Repairs of permanent way	23,048 4 9	66,452 17 5	89,501 2 2
72. Tools and implements	1,062 18 1	2,192 15 2	3,255 13 3
73. Ballasting	3,264 7 5	4,316 3 6	7,580 10 11
74. Repairs of machinery and workshops	5 12 7	95 2 0	100 14 7
75. Repairs of tunnels, viaducts, bridges, &c.	1,753 18 9	9,437 12 7	11,191 11 4
76. Repairs of sidings, turn-tables, &c.	71 8 9	495 12 0	567 0 9
77. Repairs of gates, fences, &c.	1,077 2 1	1,771 6 3	2,848 8 4
78. Relaying line	110 11 6	6,671 7 5	6,781 18 11
79. Repairs of stations, platforms, gate-houses, &c.	2,414 8 8	7,225 0 11	9,639 9 7
80. Repairs of signals	163 8 7	748 7 1	911 15 8
81. Repairs of approach roads	93 0 6	1,029 3 3	1,122 3 9
82. Casualties	46 6 2	347 15 6	394 1 8
83. Slips and flood repairs	403 5 8	2,041 7 2	2,444 12 10
84. Fuel and lighting .....	.....	228 9 9	228 9 9
85. Repairs of wharves, &c. ....	.....	.....	.....
86. Sundries	64 10 0	867 0 0	931 10 0
Total, Permanent Way Branch	38,267 18 7	115,583 9 4	153,851 7 11

No. 17—continued.

Schedules.	Northern.	South, Western, and Richmond.	Total.
TRAFFIC BRANCH.			
GENERAL EXPENSES.—Covers charges common to Nos. 110 to 129.			
90. Cost of management and office expenses	9,832 12 6	23,964 14 7	33,797 7 1
91. Holidays	853 2 5	1,941 0 3	2,794 2 8
92. Half pay	36 8 9	21 9 8	57 18 5
93. Wages of signalmen, switchmen, gatekeepers, &c.	6,553 16 5	10,128 18 11	16,682 15 4
94. Line telegraphs	1,769 6 6	9,507 5 6	11,276 12 0
95. Trainage on private lines	408 12 10	.....	408 12 10
96. Advertising .....	.....	.....	.....
97. Greasing and oiling passenger and goods stock, wages and stores	2,571 12 5	4,800 12 9	7,372 5 2
98. Clothing, watches, &c.	249 0 2	1,787 9 0	2,036 9 2
99. Stationery and printing	18 10 8	555 16 0	574 6 8
100. Repairing station furniture, fittings, and implements	661 10 8	2,895 15 8	3,557 6 4
101. Making and repairing lamps	270 4 11	731 16 0	1,002 0 11
102. Fuel and stores	1,389 9 2	8,566 12 7	9,956 1 9
103. Casualties	275 0 0	312 13 8	587 13 8
104. Sundries	198 6 4	1,413 13 1	1,611 19 5
COACHING CHARGES.			
110. Wages of clerks, guards, porters, &c.	7,974 6 0	31,463 6 3	39,437 12 3
111. Compensation	132 6 0	3,870 18 4	4,003 4 4
112. Travelling expenses .....	.....	.....	.....
113. Receiving and delivering parcels	26 6 0	229 4 9	255 10 9
114. Horse and coach hire .....	.....	.....	.....
115. Mortuary expenses .....	.....	339 11 2	339 11 2
116. Casualties	84 17 0	1,411 8 0	1,496 5 0
GOODS CHARGES.			
120. Wages of clerks, guards, porters, &c.	13,596 8 11	48,849 0 6	62,445 9 5
121. Compensation	141 16 4	431 10 5	573 6 9
122. Horse hire	351 6 1	288 13 6	639 19 7
123. Travelling expenses .....	.....	50 19 6	50 19 6
124. Making and repairing sheets	2,040 5 3	6,311 17 8	8,352 2 11
125. Steam cranes and staiths	5,536 10 11	.....	5,536 10 11
126. Cranes and weighing machines	244 5 3	1,435 18 4	1,680 3 7
127. Wharfingers and wharf expenses	835 0 1	208 0 0	1,043 0 1
128. Casualties	5 2 0	54 11 0	59 13 0
129. Receiving and delivering goods .....	.....	2,830 3 11	2,830 3 11
Total, Traffic Branch.....£	56,056 3 7	164,403 1 0	220,459 4 7
GENERAL CHARGES.			
<i>Covers charges common to all the foregoing Subdivisions.</i>			
130. Proportion of general establishment	2,004 5 6	4,972 7 10	6,976 13 4
131. Auditing	1,608 5 9	3,588 18 2	5,197 3 11
132. Advertising .....	.....	.....	.....
133. Stationery and printing	18 19 2	57 16 9	76 15 11
134. Travelling expenses	61 12 0	166 14 0	228 6 0
135. Office expenses and contingencies	80 0 9	829 19 6	910 0 3
136. Store expenses	1,599 10 1	4,502 11 9	6,102 1 10
137. Repairs of offices and buildings	0 6 0	53 10 8	53 16 8
138. Sundries	20 1 6	99 13 1	119 14 7
Total, General Charges.....£	5,393 0 9	14,271 11 9	19,664 12 6
Grand Total, Working Expenditure.....£	156,618 8 4	491,100 3 9	647,718 12 1
SUMMARY.			
Locomotive branch	56,901 5 5	196,842 1 8	253,743 7 1
Permanent way branch	38,267 18 7	115,583 9 4	153,851 7 11
Traffic branch	56,056 3 7	164,034 1 0	220,459 4 7
General charges	5,393 0 9	14,271 11 9	19,664 12 6
Total Expenditure	156,618 8 4	491,100 3 9	647,718 12 1

No. 18.

ABSTRACT of the amount of WORKING EXPENSES on the different Lines during 1879 and 1880, showing the Increase and Decrease in 1880.

Heads of Expenditure.	1879.			1880.			Increase.			Decrease.		
	South and West.	North.	Total.	South and West.	North.	Total.	South and West.	North.	Total.	South and West.	North.	Total.
	£	£	£	£	£	£	£	£	£	£	£	£
Locomotive Power and repairing Engines.....	166,126	48,467	214,593	172,142	48,306	220,448	6,016	...	6,016	...	161	...
Carriage and Waggon repairs.	24,370	8,374	32,744	24,700	8,596	33,296	330	222	552	...	...	...
Maintenance and renewal of way.	107,299	36,374	143,673	115,583	38,268	153,851	8,284	1,894	10,178	...	...	...
Traffic charges	140,170	53,765	193,935	158,334	55,422	213,756	18,164	1,657	19,821	...	...	...
Compensation, personal, &c.	271	210	481	5,638	492	6,130	5,367	282	5,649	...	...	...
Compensation, goods ...	317	74	391	431	142	573	114	68	182	...	...	...
Miscellaneous	13,943	4,961	18,904	14,272	5,393	19,665	329	432	761	...	...	...
Total	£ 452,496	152,225	604,721	491,100	156,619	647,719	38,604	4,555	43,159	...	161	...

No. 19.

STATEMENT of the Number and Class of Rolling Stock manufactured by different Contractors during the year 1880, Great Southern, Western, Richmond, and Northern Railways.

Goods Traffic.															
	Brake Vans.	A Waggon.	B Waggon.	C Vans.	D Waggon.	E Waggon.	F Waggon.	G Waggon.	Powder Vans.	Sheep Vans.	Cattle Waggon.	Composite, Cattle, and Goods Van.	Meat Vans.	Refrigerating Cars	Total.
SOUTHERN AND WESTERN.															
*Hudson Bros.	8	...	...	20	342	...	3	2	...	...	...	...	...	...	375
*Darlington Waggon Company .....	...	...	49	...	...	...	...	...	...	...	...	...	...	...	49
R. A. Ritchie.....	...	...	...	...	...	...	...	...	...	32	31	...	...	...	63
Gilbert, Bush, & Co.....	...	...	...	1	...	...	...	...	...	...	...	...	...	...	1
Total, South and West	8	...	49	21	342	...	3	2	...	32	31	...	...	...	488
NORTHERN.															
Hudson Bros. ....	...	20	4	...	30	20	...	...	...	...	...	...	...	...	74
Moyes & Donald .....	...	...	...	3	...	...	...	...	...	1	11	...	...	...	15
Total, Northern .....	...	20	4	3	30	20	...	...	...	1	11	...	...	...	89
Total, all lines during 1880 ...	8	20	53	24	372	20	3	2	...	33	42	...	...	...	577

Passenger Traffic.												
	Sleeping.	1st Class.	Composite.	Composite Brake Vans.	2nd Class.	Mail Vans.	Prison Vans.	Horses.	Horse Boxes.	Carriage Trucks.	Brake Vans.	Total.
SOUTHERN AND WESTERN.												
Hudson Bros.	3	1	9	...	12	...	1	...	...	...	...	26
Gilbert, Bush, & Co.	1	1	1	...	...	...	...	...	...	...	...	3
R. A. Ritchie .....	...	...	...	...	...	...	...	...	10	...	...	10
Total, South and West	4	2	10	...	12	...	1	...	10	...	...	39
NORTHERN.												
Hudson Bros.	1	...	...	...	...	...	...	...	...	...	...	1
Moyes & Donald .....	...	...	...	...	...	...	...	...	5	...	...	5
Total, Northern	1	...	...	...	...	...	...	...	5	...	...	6
Total, all lines during 1880 ...	5	2	10	...	12	...	1	...	15	...	...	45

*The waggon made by Darlington Waggon Company were purchased from Lithgow Valley Colliery Company, as was also one of the above D waggon made by Hudson Brothers.

No. 20.

RETURN showing the descriptions and quantities of GOODS, LIVE STOCK, &c., carried on Great Southern, Western, and Northern Railways, for the years 1879 and 1880.

Description of Goods.	1879.				1880.			
	Great Southern and Western.		Great Northern.		Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
A CLASS.		£ s. d.		£ s. d.		£ s. d.		£ s. d.
Antimony ore.....				0 5 1			89	86 14 8
Bark.....	1,499	384 7 10	33	8 17 3	2,310	552 4 8	74	23 16 0
Battens (over 40 miles).....	114	83 9 9			75	67 16 7		
Bones.....	397	318 1 7	64	60 13 11	362	293 19 10	97	45 19 1
Bran and pollard.....	4,633	2,960 0 9	1,727	741 9 3	4,672	2,897 4 2	1,090	350 17 4
Bricks.....	12,704	1,651 11 9	1,920	273 12 6	20,145	2,818 5 0	802	125 13 8
Chaff.....	1,602	1,239 6 4			3,872	2,398 4 5	540	330 13 10
Clay.....	236	72 2 5	6	0 16 3	291	65 6 3	48	4 19 10
Flour.....	15,474	9,457 13 5	5,494	1,876 16 0	16,884	11,079 11 9	6,845	2,600 4 11
Fruit.....	8,222	2,390 18 8	488	243 0 8	8,540	2,783 15 0	643	336 1 4
Garden produce.....	1,933	694 8 4	610	199 1 0	1,469	722 15 10	613	222 11 9
Grain.....	25,475	13,514 18 1	6,817	2,267 9 3	30,025	16,622 2 5	8,247	4,047 14 7
Green fodder.....	11	4 17 5	931	139 0 2	22	3 19 11	568	94 13 7
*Hay (by weight).....	12,811	8,672 13 10	9,115	2,023 1 6	874	590 12 11	1,138	330 8 11
Iron, pig, pipes, & rough castings	9	5 0 3			51	52 19 8	148	30 7 10
†Iron bar, &c. (up).....					1,198	658 19 11		
Millot seed.....								0 2 5
Ores.....	2,136	846 14 6	10,265	291 0 1	3,073	1,239 1 7	5,249	155 7 1
Palings (over 40 miles).....	234	132 12 1	13	10 19 3	325	186 15 5	181	138 5 5
Paper material.....	724	152 7 4			909	150 17 7		
Posts (over 40 miles).....	796	311 12 2	20	10 10 11	983	363 2 4	584	309 9 6
Potatoes.....	8,135	4,877 1 8	3,710	875 0 10	7,744	3,993 13 3	3,801	1,630 0 10
‡Sand.....					1,666	222 16 9	749	67 3 11
Sawdust.....	26	6 0 0	2	1 4 6	52	6 16 7		
Scrap iron.....	1,052	547 0 8	138	37 2 7	1,102	606 0 6		
Stocks (over 40 miles).....	312	240 11 1	104	82 14 0	498	380 6 1	129	121 3 2
Terra cotta.....	6	1 11 3				0 5 4		
Timber, log (over 40 miles).....	6,084	5,258 4 5	1,952	1,573 15 9				
Timber, undressed (over 40 miles)	6,213	4,752 18 7	1,326	948 18 1	9,509	7,766 5 7	3,634	2,685 19 2
Goods re-booked.....		2 12 0				0 5 11		
Total.....	110,838	58,578 16 2	44,735	11,665 8 10	117,251	56,524 5 3	35,268	13,738 8 10
B CLASS.								
Artificial manure.....	485	135 17 0	7	2 2 11	533	163 11 6	3	1 8 7
Battens (under 40 miles).....	238	62 3 6			256	62 1 1		
Bones, horns (loose).....	116	58 6 11	74	38 19 1	147	66 10 8	107	61 0 6
Chicory root.....	4	4 10 8			32	35 4 3		
Coke, owners' trucks.....			2,335	323 18 5			3,400	482 14 1
Coke (loose).....	20	6 19 9			5	0 14 8	69	25 6 8
Colonial wine (up).....	32	32 9 9	431	159 9 4				
Glue pieces (wet).....	13	5 3 7			3	0 13 9		
Guano.....	34	10 3 10	1	0 6 10	19	16 1 3	3	0 17 1
Hides, green.....	2,013	1,366 1 3	480	386 19 9	3,112	2,134 9 9	759	625 6 6
Iron, B. & P. (up).....	693	456 6 4						
Lime.....	8,464	6,212 11 10	631	220 1 10	11,579	8,987 10 10	756	287 12 9
Marble, undressed.....					3	5 1 10	5	1 0 8
Offal.....	1	0 4 3			12	2 16 8		
Palings (under 40).....	790	153 19 4	37	6 7 10	1,043	207 6 3	15	2 8 8
Posts (under 40 miles).....	3,511	675 16 5	248	39 4 1	4,702	930 10 6	134	18 16 2
Potteryware.....	1,338	1,108 18 11	227	154 16 1	1,361	1,482 19 6	149	135 10 2
Preserved meat (up).....			11	2 19 6	1	0 3 8	1	0 5 3
Sand.....	1,057	270 18 8	1,048	143 5 10				
Shingles.....	422	208 12 11	132	106 7 5	431	276 6 1	111	77 5 3
Stocks (under 40 miles).....	776	182 3 2	38	8 18 2	848	198 15 10	64	15 13 8
Timber in log (under 40 miles)...	3,127	572 19 2	412	77 2 4				
Timber, undressed (under 40 miles)	3,101	657 12 3	607	119 9 7	6,517	1,494 0 9	847	159 17 11
Tobacco, Colonial leaf.....	284	312 8 11	192	57 7 10	261	349 10 6	105	44 11 6
Goods re-booked.....		0 1 7						
Total.....	26,519	12,494 10 0	6,911	1,847 16 10	30,865	16,414 9 4	6,528	1,939 15 5

* 1st Class from 1st February.

† B. Class, 1879.

‡ Miscellaneous Class from November.

No. 20—continued.

Description of Goods.	1879.				1880.			
	Great Southern and Western.		Great Northern.		Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
C CLASS.								
Bottles	228	£ s. d. 395 12 7	84	£ s. d. 97 4 8	231	£ s. d. 457 8 9	81	£ s. d. 112 7 8
Cases	386	323 1 2	124	103 14 11	427	422 14 11	84	94 7 10
Chaff	726	321 0 4	245	84 8 7	.....	.....	.....	.....
Coke—Government trucks .....	.....	.....	27	12 11 3	.....	.....	.....	.....
*Copper .....	.....	.....	.....	.....	3,212	6,176 5 10	908	177 8 0
Flower-pots	14	15 4 11	4	3 6 7	22	24 9 11	3	3 3 2
Glue-pieces	27	15 8 11	.....	.....	111	49 2 3	8	1 15 10
Paper	468	209 0 4	.....	.....	652	287 5 10	5	13 14 3
Sheepskins, bundles	1,054	1,356 1 8	242	390 6 6	1,033	1,568 10 6	295	528 19 1
Slates	318	289 8 3	35	28 15 5	352	298 16 10	60	97 12 9
*Sleepers, Railway .....	.....	.....	.....	.....	3,525	1,178 9 9	2,517	2,698 2 3
Tin ore .....	.....	.....	1,275	2,052 18 8	.....	.....	1,478	2,475 11 1
Zinc and Tin Plates (to A. K. Co.) .....	.....	.....	.....	.....	46	59 1 1	.....	.....
Goods re-booked .....	.....	0 0 2	.....	.....	.....	0 0 1	.....	.....
Total	3,221	2,924 18 4	2,036	2,773 6 7	9,611	10,522 5 9	5,439	6,203 1 11
D CLASS.								
Charcoal and coke, in bags	90	92 4 9	13	5 13 10	49	37 0 1	225	50 9 0
Coal, in bags .....	.....	.....	.....	.....	91	69 16 2	9	3 6 10
†Colonial wine .....	.....	.....	.....	.....	86	130 2 10	747	560 13 9
Copper Ingots	2,418	3,864 11 11	1,413	317 15 7	.....	.....	.....	.....
Hides, dry	179	175 16 2	257	250 17 1	91	134 7 5	195	253 8 6
Iron, pig or scrap	254	210 4 5	95	23 19 6	103	74 18 1	137	52 17 7
Jams (up)	22	30 7 11	.....	0 0 11	12	19 11 7	.....	0 0 6
Oil-cake	3	3 15 8	.....	.....	.....	.....	.....	.....
Regulus	54	74 5 9	.....	.....	16	37 17 3	.....	.....
Salt, rock	1,385	1,707 13 9	526	571 15 6	2,229	3,246 6 8	740	919 6 4
Sheepskins, loose	225	73 6 6	.....	.....	342	224 9 8	.....	.....
Sleepers	348	177 19 10	2,053	2,490 3 10	.....	.....	.....	.....
Soda, caustic	101	146 9 9	6	10 4 7	129	197 19 7	14	24 0 8
Soda, crystals	263	444 19 1	110	179 4 11	292	592 15 11	109	214 8 8
Stone (cut)	164	223 5 11	48	51 5 6	180	251 10 3	47	77 3 1
Tiles Tessellated and Ornamental .....	.....	.....	.....	.....	1	0 4 4	.....	.....
Timber, dressed	5,979	5,926 13 4	1,589	1,226 11 7	6,271	6,566 5 11	1,435	1,168 15 10
Whiting	175	310 5 2	90	108 17 5	196	372 18 4	78	116 1 11
Woolpacks (over 300 miles)	102	286 17 1	.....	.....	103	318 10 11	.....	.....
Total	11,762	13,748 17 0	6,200	5,236 10 3	10,191	12,274 15 0	3,736	3,440 12 8
1st CLASS.								
Cement	2,106	5,009 15 8	744	998 18 7	1,973	4,057 11 0	1,849	4,850 11 11
Dobbins, Railway contractors .....	.....	.....	.....	.....	47	59 19 8	.....	.....
Glucose	55	59 6 1	.....	.....	22	25 5 11	.....	.....
Hay, by weight .....	.....	.....	.....	.....	464	214 7 11	97	44 15 3
Iron, cor., cases (over 300 miles)	118	418 17 3	.....	.....	225	814 8 0	.....	.....
Iron screws (over 300 miles) .....	.....	1 14 8	.....	.....	.....	0 10 4	.....	.....
Iron wire, bbls. (over 300 miles)	193	665 3 8	.....	.....	402	1,406 1 7	.....	.....
Iron wire nails (do.)	21	86 15 7	.....	.....	39	160 0 1	.....	.....
Kerosene oil (up)	66	90 12 9	.....	.....	708	857 18 8	.....	0 1 11
Leather (up)	744	819 9 0	1	0 17 10	943	1,038 8 10	2	2 3 9
Locomotives, on wheels .....	.....	.....	.....	.....	25	55 4 0	171	71 2 7
Malt in bags	545	1,369 14 8	48	127 10 1	107	319 2 2	6	16 18 2
Measurement goods	344	847 16 6	.....	.....	230	611 2 11	.....	.....
Quicksilver	2	6 17 11	.....	.....	1	4 3 3	.....	0 2 7
Railway material	11,024	36,740 11 0	7,936	21,108 8 7	28,804	68,573 4 1	8,080	22,866 9 11
Resin	101	258 2 10	23	65 16 6	134	310 12 4	32	98 17 10
Salt, dairy	2,698	6,159 18 1	1,487	3,085 13 0	3,990	9,727 3 2	1,997	4,427 14 3
Seed, lucerne	51	87 19 8	42	43 11 9	58	113 10 7	50	65 16 10
Sulphuric acid	93	173 6 4	.....	1 11 1	228	379 1 5	5	15 4 11
Tallow	1,083	2,153 6 4	699	696 9 2	1,678	3,237 12 6	879	1,248 17 10
Tar	153	409 6 1	67	139 13 2	216	578 19 8	85	221 16 2
Wheelbarrows (Railway contractors) .....	.....	.....	.....	.....	7	16 12 9	.....	.....
Woolpacks (under 300 miles)	1,019	2,751 13 7	281	639 10 6	940	2,696 8 10	329	875 17 0
Goods re-booked .....	.....	0 16 0	.....	.....	.....	142 10 5	.....	.....
Total	20,416	58,111 3 8	11,328	26,908 3 0	41,241	95,400 0 1	13,582	34,806 10 11

* D Class, 1879.

† Colonial wine (up), B class. Colonial wine (down), 3rd class—during 1879.

No. 20—continued.

Description of Goods.	1879.				1880.			
	Great Southern and Western.		Great Northern.		Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
2ND CLASS.								
Aerated waters	155	143 17 10	58	49 3 1	243	227 19 1	60	43 13 0
Ale and beer, in bulk, over 300 m.	29	125 4 6	.....	.....	122	514 6 0	.....	.....
Boats	27	49 12 4	13	28 4 11	28	42 15 11	13	37 11 7
Boilers	63	203 2 6	62	60 18 6	167	520 0 1	34	40 0 4
Iron—Bar	1,741	4,086 11 2	715	1,214 1 4	1,623	4,495 2 0	663	1,520 14 10
Do. Boiler-plate	118	182 11 5	11	18 4 10	64	192 1 7	29	24 11 4
Do. Bridgework	1,765	7,111 18 11	518	600 7 3	775	1,416 9 3	431	1,600 3 4
Do. Castings	1,263	2,880 15 2	608	807 2 0	1,426	3,936 8 1	403	651 10 10
Do. Corrugated, in cases	1,782	4,771 14 6	699	1,619 16 7	2,442	7,123 1 0	806	2,220 18 7
Do. Girders	22	22 10 0	.....	.....	.....	.....	.....	.....
Do. Screws	4	10 15 0	.....	.....	7	13 12 3	.....	.....
Do. Tanks galvanised	47	74 18 10	8	12 1 4	28	42 17 11	5	8 11 5
Do. Wheels and axles (Railway)	552	210 11 9	338	147 1 6	649	425 8 2	208	160 14 6
Do. Wire, in bundles	1,875	6,336 1 5	1,285	3,735 13 9	2,770	9,317 3 4	2,045	6,391 13 11
Do. Wire nails	262	704 18 9	27	69 2 6	314	924 15 2	122	334 5 2
Lead—Pig and sheet	214	480 4 4	39	60 9 4	225	465 4 11	28	61 4 5
*Malt, in tanks	.....	.....	.....	.....	534	1,827 17 11	172	570 3 5
Paper	176	511 9 2	58	144 6 7	208	618 16 9	69	186 7 7
Soap	717	1,680 2 2	438	696 6 1	682	1,541 5 0	401	652 12 3
Stone—Carved	121	186 3 10	348	905 4 6	113	203 9 0	26	49 1 2
Sugar	7,782	22,301 13 6	2,529	5,800 1 5	8,356	24,992 15 1	2,721	6,868 3 8
Zinc and tin plates	179	246 15 3	10	14 12 3	119	224 1 3	13	25 10 0
Goods re-booked	.....	7 13 8	.....	.....	.....	.....	.....	.....
Total	18,894	52,329 6 0	7,764	15,982 17 9	20,895	59,475 9 9	8,249	21,447 11 4
3RD CLASS.								
Ale and beer	3,789	9,210 10 0	2,424	5,820 2 0	4,368	10,753 8 4	2,184	5,567 2 7
Bags, by weight	.....	.....	125	452 6 3	163	738 10 10	146	448 0 7
Boots	455	1,833 2 0	188	588 1 3	563	2,342 0 0	178	631 13 5
Brushware	22	87 15 11	6	16 17 6	24	97 14 0	10	28 14 8
Butter, bacon, and eggs	1,204	3,052 16 4	107	168 8 9	1,313	3,491 8 11	149	301 5 3
Carpentry	660	1,931 7 4	131	352 17 0	847	2,532 19 0	118	382 4 11
Cheese	245	684 8 3	56	142 11 9	277	925 7 7	54	187 15 11
Colonial wine (down)	15	51 19 7	102	261 17 5	.....	.....	.....	.....
Confectionery	388	1,578 5 5	173	593 10 1	449	1,943 16 0	186	605 8 11
Cordials	91	267 16 1	40	63 6 7	112	330 6 0	28	59 9 11
Drapery	2,585	10,175 6 7	878	2,930 15 10	3,151	13,166 17 6	963	3,623 16 8
Drugs and chemicals	274	1,008 18 5	36	119 5 3	342	1,291 11 2	44	148 12 8
Flax	.....	.....	3	4 5 8	.....	.....	3	5 4 10
Furniture in cases	446	1,771 8 6	117	391 18 11	528	2,182 9 7	97	390 0 10
Glassware	763	2,833 6 7	217	702 16 3	999	3,974 16 6	258	895 4 1
Glue	29	22 19 5	.....	.....	55	36 18 8	.....	.....
Grease, antifriction	.....	.....	39	43 3 4	.....	.....	36	74 11 11
Groceries	5,093	19,753 8 8	2,022	6,270 7 4	6,190	25,115 18 7	2,262	7,969 11 11
Hair	23	66 16 1	7	20 19 7	45	95 13 3	8	21 12 0
Ironmongery	2,993	10,721 1 9	2,090	5,802 16 11	4,242	16,693 15 6	2,436	8,031 8 2
Kerosene	622	2,407 11 4	321	914 16 3	707	2,815 0 0	317	1,013 6 1
Leather (down)	114	353 3 1	51	121 19 3	100	329 1 2	43	114 16 9
Machinery	1,401	4,929 17 11	421	739 4 7	2,053	7,854 16 6	436	1,115 12 6
Malt tanks	157	381 7 9	81	210 16 9	192	492 15 8	78	235 11 2
Meat, fresh	299	162 9 4	190	110 1 6	421	263 3 11	139	86 7 1
Do. salt	72	73 12 6	.....	.....	78	67 18 7	.....	.....
Miscellaneous	2,930	8,410 1 7	553	1,099 9 4	2,174	6,486 0 9	543	1,290 17 2
Oils	564	1,870 16 10	145	392 18 4	796	2,654 2 7	245	850 13 8
Pigs and poultry	478	1,118 17 2	53	57 17 8	564	1,423 0 0	81	88 12 9
Plants	115	249 6 11	.....	.....	96	231 14 0	.....	.....
Rice	997	4,185 8 6	315	1,177 19 5	981	4,245 2 9	315	1,253 12 0
Rope	77	317 18 1	18	53 5 8	111	462 9 10	40	108 10 10
Saddlery	123	501 2 1	36	126 16 9	164	724 10 4	44	172 7 4
Seeds—Garden	.....	.....	.....	.....	17	64 13 4	4	12 4 8
Stationary	150	588 11 7	34	103 6 2	196	834 4 11	30	96 15 9
Tea	893	3,677 18 6	383	1,288 12 3	955	4,062 0 9	410	1,506 9 9
Tobacconists' goods	300	1,339 11 6	122	458 0 1	399	1,855 6 7	153	593 0 6
Wines and spirits	2,910	11,859 6 9	1,432	4,704 15 7	3,225	13,905 2 7	1,422	5,090 11 1
Total	31,277	107,528 8 4	12,916	36,216 8 6	36,897	134,484 15 8	13,460	43,001 8 4

* 1st Class, 1879.

No. 20—continued.

Description of Goods.	1879.				1880.			
	Great Southern and Western.		Great Northern.		Great Southern and Western.		Great Northern.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
4TH CLASS.								
Acids	57	£ 258 13 10	19	£ 91 13 6	48	£ 250 6 8	13	£ 58 18 4
Ammunition	13	76 17 4	4	17 6 1	18	91 13 4	12	52 11 9
Bicycles, &c.		0 12 3		0 4 10		1 11 4		0 10 7
Fireworks	10	50 17 3	1	5 13 6	12	69 2 9	1	4 19 9
Furniture, loose	531	1,664 5 2	208	395 13 4	651	2,232 18 3	155	364 2 8
Hats	2	7 6 0		0 3 1	3	17 15 7		
Millinery		1 4 3				1 3 8		
Musical instruments	132	561 5 6	38	113 10 6	160	747 6 2	50	195 6 10
Naphtha		0 18 7					2	9 15 9
Opium					1	6 2 10		0 0 10
Paintings	13	65 3 0	5	20 4 5	18	99 6 3	4	15 0 3
Perambulators	7	36 12 0	2	6 15 10	10	64 5 1	2	8 11 0
Picture frames		0 12 8			1	2 5 11		
Pier glasses	6	29 17 11	1	3 2 7	11	58 17 6	2	10 2 2
Plate glass	18	71 10 4	4	22 1 11	13	66 14 9	1	5 16 3
Sewing-machines	34	157 3 0	10	37 5 6	60	300 4 8	13	54 19 7
Slate slabs for billiard-tables	3	17 14 3	3	13 8 8	3	22 0 0	2	10 0 9
Not described	195	875 13 8	652	2,459 17 9	455	2,006 0 11	416	1,649 5 4
Total	1,021	3,876 7 0	947	3,187 1 6	1,464	6,037 15 8	673	2,440 1 10
MISCELLANEOUS CLASS.								
Coal	58,548	21,287 12 7	3,403	1,256 8 2	72,557	27,536 6 9	2,669	766 15 2
Do. Owners' trucks	3,584	1,241 2 8	955,573	44,539 1 10	1,654	592 14 1	848,128	37,966 4 7
Contractors' plant	522	1,607 0 0	306	648 17 11	160	495 5 5	46	107 15 7
Contractors' engines	20	38 12 6	56	15 1 8	60	100 2 6		
Crude oil	393	202 7 9			399	207 11 6		
Crude oil per truck					366	201 6 10		
Empty returns	525	1,041 14 1	917	459 16 8	634	1,959 7 7	899	545 1 11
Firewood	112,041	15,764 18 10	130	16 0 11	121,523	16,701 7 0	184	16 5 1
Fish—Fresh or shell	156	358 14 8	55	75 2 9	164	366 12 7	39	48 16 6
Gunpowder	111	1,001 19 4	88	468 19 11	153	1,280 12 4	264	2,174 1 0
Haulage	3,564	445 10 0			2,392	286 15 0		
Hay, by truck	13,352	4,802 1 3	1	1 16 0	24,573	13,039 9 7	6,187	2,082 16 11
Ironstone	716	234 9 3			2,920	1,009 1 5	112	9 0 7
Limestone	1,228	376 11 7	245	23 18 9	1,936	496 9 5		
Locomotives in steam					20	53 16 3		
Manure—Loose	702	90 5 2	232	22 9 1	1,463	194 17 3	24	2 5 10
Meat per truck	2,072	1,547 14 8			4,785	4,046 17 4		
Milk per truck	1,022	931 0 0			1,580	1,709 18 9		
Mining props			2,109	210 13 11			2,199	208 16 6
New vehicles			252	5 13 2			40	0 15 0
Poultry, per truck	18	68 11 11			11	55 10 3		
Road metal	26,411	4,102 15 4	2,866	233 13 4	35,592	5,675 5 8	2,537	227 0 6
*Sand					662	69 15 4		
Shale	17,991	6,047 13 6	23	1 14 3	18,106	6,182 6 6		
Slatestone	278	21 5 4			64	4 18 10		
Stone—Undressed	5,416	1,193 7 10	39,834	1,502 10 6	5,294	1,260 6 4	26,210	1,071 11 7
Waggons on wheels	4	5 1 4	204	10 5 0	60	76 13 4	148	47 7 0
Water					30	7 10 0	66	3 10 0
Wool by bale	22,216	43,360 18 9	9,354	18,095 8 0	29,344	60,757 17 6	11,380	21,869 6 9
Do. by weight	170	357 2 4	33	62 0 11	185	408 1 6	41	83 0 4
Goods re-booked		1 12 4				1 10 11		
Total	271,090	106,130 3 0	1,015,681	67,649 12 9	326,687	144,778 7 9	901,173	67,230 10 10
SUMMARY.								
A Class	110,838	58,578 16 2	44,735	11,665 8 10	117,251	56,524 5 3	35,268	13,738 8 10
B "	26,519	12,494 10 0	6,911	1,847 16 10	30,865	16,414 9 4	6,528	1,939 15 5
C "	3,221	2,924 18 4	2,036	2,773 6 7	9,611	10,522 5 9	5,439	6,203 1 11
D "	11,762	13,748 17 0	6,200	5,236 10 3	10,191	12,274 15 0	3,736	3,440 12 8
1st Class	20,416	58,111 3 8	11,328	26,908 3 0	41,241	95,400 0 1	13,582	34,806 10 11
2nd "	18,894	52,329 6 0	7,764	15,982 17 9	20,895	59,475 9 9	8,249	21,447 11 4
3rd "	31,277	107,528 8 4	12,916	36,216 8 6	36,897	134,484 15 8	13,460	43,001 8 4
4th "	1,021	3,876 7 0	947	3,187 1 6	1,464	6,037 15 8	673	2,440 1 10
Miscellaneous	271,090	106,130 3 0	1,015,681	67,649 12 9	326,687	144,778 7 9	901,173	67,230 10 10
Total	495,038	415,722 9 6	1,108,518	171,467 6 0	595,102	535,912 4 3	988,108	194,248 2 1
Less difference over charges and special credits		2,006 13 10		680 3 2		1,935 4 7		6,316 14 9
Live stock	495,038	413,715 15 8	1,108,518	170,787 2 10	595,102	533,976 19 8	988,108	187,931 7 4
Demurrage, storage, weighing, use of cranes, &c.	21,687	36,165 14 7	6,118	9,559 19 2	20,876	38,874 1 9	5,206	7,807 7 5
Total	516,725	450,967 8 5	1,114,636	181,448 8 8	615,978	573,944 7 7	993,314	196,922 19 5
†Departmental—								
Coal	69,077	23,547 13 9	4,689	1,423 17 8	72,452	30,006 5 5	6,214	1,958 1 6
General	11,801	8,308 3 1	3,887	2,315 13 11	20,566	12,788 14 11	4,447	1,804 2 0
Grand Total	597,603	482,823 5 3	1,123,212	185,188 0 3	708,996	616,739 7 11	1,003,975	200,685 2 11

* To November, 1880.—A class.

† The freight on Departmental goods is not collected or transferred to Revenue Account.

No. 21.

REVENUE and EXPENDITURE of each Station, with other particulars, for the year ending 31st December, 1880.

Stations.	No. of hours Station-master is employed.	No. of hands employed, including Station-master.	Total Expenditure.	No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.	Goods.		Coal.		Other Minerals.		Hay.		Wool.		Earnings from Goods Traffic.	Total earnings.
						Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.		
SUBURBAN RAILWAY, INCLUDING SYDNEY.																	
Tramway Office .....	.....	.....	.....	3,389	£ s. d. 96 13 3	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	96 13 3
Central Office, Sydney.....	11	5	583 2 9	10,678	11,038 8 5	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	11,038 8 5
Darling Harbour	13½	91	8,199 15 8	.....	.....	27,889	126,313	837	6,529	107	27,322	495	7,143	878	152,538	151,697 2 8	151,697 2 8
Sydney	12	281	28,122 17 2	844,167	92,487 10 2	97,104	27,624	1,574	6,850	2,523	19,972	247	1	10,457	96	42,021 7 6	134,508 17 8
Eveleigh	11½	4	587 8 6	30,710	513 2 6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	513 2 6
M'Donald Town	12	2	284 12 4	69,685	822 1 7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	822 1 7
Newtown	12	13	1,664 14 4	287,352	5,234 17 9	741	18,737	10	18,348	51	3,763	.....	5	.....	.....	10,249 13 6	1,5484 11 3
Stanmore	10½	3	295 10 1	38,689	701 4 4	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	701 4 4
Petersham.....	12	13	1,233 13 2	247,529	6,376 3 6	213	4,582	5	7,175	10	3,309	.....	15	.....	.....	4,834 18 6	11,211 2 0
Summer Hill	10	3	277 1 5	37,475	1,253 0 8	.....	42	.....	.....	.....	.....	.....	.....	.....	.....	0 1 5	1,253 2 1
Ashfield.....	12½	9	1,170 4 0	169,031	7,163 2 2	241	5,019	6	2,752	20	2,566	20	251	.....	27	2,782 9 11	9,945 12 1
Croydon	13	4	339 13 1	61,153	2,868 12 8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2,868 12 8
Burwood	12	11	1,352 15 2	134,341	7,010 10 2	165	4,900	23	3,223	9	1,203	.....	91	.....	.....	2,030 14 7	9,041 4 9
Redmyre	12	3	289 17 1	21,981	1,338 9 10	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1,338 9 10
Homebush	14	9	1,086 19 11	24,508	1,542 14 2	106	1,112	.....	162	1	485	.....	4	15	.....	32,219 1 11	33,761 16 1
Rookwood.....	14½	4	464 15 8	32,320	1,509 15 0	560	1,687	.....	53	6	409	1	13	.....	.....	430 14 8	1,940 9 8
Parramatta Junction and Sidings	13	24	2,405 8 11	38,957	2,692 16 11	15,071	3,533	6	4,480	198	4,499	.....	3	671	530	4,616 14 7	7,309 11 6
.....	.....	479	48,358 9 3	2,051,965	142,649 3 1	142,090	193,549	2,461	49,572	2,925	63,528	763	7,526	12,021	153,191	250,882 19 3	393,532 2 4
1879.....	.....	378	41,391 10 7	1,598,561	111,434 13 9	114,660	184,192	3,355	88,998	2,837	51,301	331	5,138	9,499	116,531	207,346 2 0	318,780 15 9

60 97

Stations.	No. of hours Station-master is employed.	No. of hands employed, including Station-master.	Total Expenditure.	No. of Tickets issued.	Revenue from Tickets and Coaching Traffic.	Goods.		Coal.		Other minerals.		Hay.		Wool.		Earnings from Goods Traffic.	Total earnings.
						Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.		
GREAT SOUTHERN RAILWAY.																	
Fairfield and Sidings	10	6	£ 708 9 9	9,923	£ 994 17 11	7,026	1,060	.....	44	1,877	127	6	24	.....	.....	£ 276 5 3	£ 1,271 3 2
Cabramatta	14	1	133 13 6	1,808	273 1 11	5,548	282	.....	5	4	2	6	5	.....	.....	67 2 8	340 4 7
Liverpool and Sidings.....	12	9	1,163 3 1	20,547	2,996 17 6	17,035	4,733	.....	5,910	951	466	263	75	8,458	11,513	4,944 19 10	7,941 17 4
Campbelltown and Sidings	13	10	1,270 10 9	20,460	5,339 8 8	8,439	5,133	.....	63	1	123	984	12	71	.....	2,676 18 5	8,016 7 1
Menangle	14	5	541 10 0	2,215	528 7 6	268	260	.....	.....	5	7	547	.....	9	.....	187 14 9	716 2 3
Douglas Park	13	2	185 18 5	1,790	575 19 4	222	288	.....	.....	.....	1	88	.....	44	.....	238 11 5	814 10 9
Pictou	15½	13	1,214 11 3	4,495	1,691 9 10	1,842	1,252	.....	6	.....	31	397	1	2	.....	1,087 13 7	2,779 3 5
Mittagong and Platforms..	15	10	1,200 5 2	5,255	1,892 18 5	2,159	2,333	444	21	8,446	87	22	8	80	.....	5,998 3 4	7,891 1 9
Bowral	15½	5	601 10 1	4,347	1,478 6 6	1,024	1,158	5	48	.....	61	.....	1	.....	.....	1,283 6 8	2,761 13 2
Moss Vale and Sidings ...	12½	9	987 16 8	7,766	3,730 15 6	4,790	2,679	1	54	930	785	.....	12	134	.....	3,126 17 9	6,857 13 3
Marulan and Sidings	14½	7	648 2 2	3,185	1,256 1 4	4,255	1,042	.....	15	7,429	6	115	1	327	.....	1,106 17 9	2,362 19 1
Goulburn	15	35	3,864 6 4	17,777	14,713 13 11	7,538	18,376	.....	1,490	3,958	2,480	38	9	9,396	38	27,421 10 0	42,135 3 11
Breadalbane	11	4	317 8 0	1,568	487 15 9	254	406	.....	.....	7	21	18	.....	187	.....	312 12 8	800 8 5
Gunning	13	6	558 5 10	3,404	1,860 4 0	536	1,160	.....	.....	5	790	8	.....	2,857	.....	2,379 14 6	4,239 18 6
Yass and Siding	14	7	733 13 9	5,602	3,824 8 4	743	1,549	.....	5	14	26	12	2	1,941	.....	4,633 3 9	8,457 12 2
Bowning	15	7	754 1 6	1,252	852 5 3	511	2,311	.....	.....	74	13	4	8	3,646	.....	9,072 0 3	9,924 5 6
Binalong and Siding	13	7	720 14 9	2,707	1,718 18 8	718	1,248	.....	.....	10	3	.....	1	2,497	1	4,032 14 5	5,751 13 1
Harden	13	13	1,106 1 9	2,786	1,729 12 10	3,561	5,060	.....	4	17	138	6	1	12,843	1	19,998 19 11	21,728 12 9
Murrumburrah	15	1	143 4 5	4,198	3,931 1 0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,931 1 0
Cootamundra and Sidings	12	15	1,181 0 10	10,019	9,999 3 4	4,106	4,446	.....	15	8	161	28	58	5,077	.....	12,209 14 9	22,208 18 1
Bethungra and Siding.....	14	10	891 1 5	1,411	595 12 2	552	347	.....	.....	85	22	.....	1	648	.....	669 19 6	1,265 11 8
Junee and Siding.....	.....	9	837 11 10	7,921	3,714 14 4	1,811	13,367	14	295	5	25	6	1	7,597	.....	12,790 1 10	16,504 16 2
North Wagga and Siding..	11	5	669 2 1	2,270	847 8 6	3,158	2,387	16	50	1	11	.....	.....	3,839	.....	4,051 3 4	4,898 11 10
South " "	11	21	2,347 1 4	14,320	13,396 16 4	6,005	16,512	34	318	31	54	.....	.....	4,745	9	29,160 0 3	42,556 16 7
Sandy Creek opened 1 Sept.	11	1	41 16 5	174	34 0 8	31	15	.....	.....	4	20	.....	.....	.....	.....	16 1 9	50 2 5
Hanging Rock " "	11	3	108 19 4	1,270	387 17 5	57	352	5	49	44	25	.....	.....	2,891	.....	852 10 7	1,240 8 0
Yerong Creek " "	11	1	26 1 0	388	111 4 3	49	61	.....	.....	.....	24	.....	.....	240	.....	90 4 7	201 8 10
Culcairn " "	11	2	114 8 0	653	245 8 2	281	323	.....	.....	.....	5	.....	.....	102	.....	206 1 1	451 9 3
Gerogery " "	11	5	169 10 10	3,260	4,998 7 7	820	1,915	.....	148	3	7	.....	.....	.....	.....	1,353 15 8	6,352 3 3
.....	.....	229	23,240 0 3	162,771	84,206 16 11	83,339	90,055	519	8,540	23,909	4,821	2,548	220	67,631	11,562	150,245 0 3	234,451 17 2
1879 .....	.....	204	20,185 8 10	128,952	65,725 16 0	72,120	71,813	12	5,980	18,070	3,892	2,654	28	58,998	9,851	112,776 18 8	178,502 9 8

Stations.	No. of hours Station-master is employed.	No. of hands employed including Station-master.	Total Expenditure.	No of Tickets issued.	Revenue from Tickets and Coaching Traffic.	Goods.		Coal.		Other Minerals.		Hay.		Wool.		Earnings from Goods Traffic.		Total Earnings.	
						Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Tonnage outwards.	Tonnage inwards.	Trucks outwards.	Trucks inwards.	Bales outwards.	Bales inwards.	£	s. d.	£	s. d.
GREAT WESTERN RAILWAY.																			
Parramatta	12	16	1,947 12 8	149,765	13,701 6 2	6,213	11,645	34	2,014	247	2,218	16	304	17	164	4,436 12 3	18,137 18 5		
Seven Hills	13	2	233 17 1	4,705	373 7 6	2,869	352	.....	9	4,102	17	9	.....	.....	238 18 5	612 5 11	
Blacktown	13½	7	820 6 8	6,949	1,041 18 3	9,726	463	.....	10	.....	186	1	7	12	226 14 10	1,268 13 1	
Rooty Hill and Siding	15	3	392 12 2	4,128	613 0 7	12,540	1,228	.....	.....	1	42	15	9	3	330 18 9	943 19 4	
South Creek	14	6	633 5 4	7,218	1,171 6 10	20,769	2,566	.....	198	.....	240	82	5	12	1,157 15 0	2,329 1 10	
Penrith and Siding	12½	21	2,222 17 6	11,773	2,830 11 2	8,382	2,504	.....	126	3,777	207	416	3	8	1,485 1 9	4,315 12 11		
Emu Plains	12½	4	418 14 5	2,219	404 18 7	223	428	.....	90	25,462	.....	96	1	.....	912 18 6	1,317 17 1	
Glenbrook and Platforms	12	6	515 13 5	841	198 12 6	1,091	46	.....	.....	19	1	.....	.....	.....	0 8 10	199 1 4	
Springwood	12	3	318 13 11	3,404	701 6 5	1,860	875	.....	.....	5	47	.....	7	.....	328 3 10	1,029 10 3	
Lawson and Platforms	12	4	425 12 7	1,889	568 13 11	15	727	.....	23	.....	36	.....	.....	.....	122 1 2	690 15 1	
Katoomba	12	2	256 16 11	1,245	293 7 9	70	526	.....	34	.....	8	1	2	.....	179 18 11	473 6 8	
Mount Victoria and Sidings	10	10	1,423 10 1	7,019	2,483 7 3	2,346	1,706	.....	404	10,763	21	1	15	6	985 17 4	3,469 4 7		
Lithgow	13½	4	731 6 0	9,648	3,273 19 7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3,273 19 7	8,858 1 8
Bowenfels and Sidings	12	16	1,515 19 7	2,575	791 5 6	5,483	5,163	71,051	58	799	8,115	1	42	108	227	8,066 16 2	17,818 17 0		
Wallerawang	10	13	1,716 3 0	8,892	4,520 19 9	3,980	9,320	11	121	930	19	3	4	5,653	27	13,297 17 3	17,818 17 0		
Rydal	14	7	617 0 0	2,450	520 15 3	800	282	.....	12	19	1	51	.....	36	.....	411 2 10	931 18 1
Tarana and Platform	15	4	417 13 7	2,110	693 6 11	770	568	.....	.....	.....	5	86	.....	500	7	787 11 1	1,480 18 0
Brewongle and Platform	14	8	808 9 7	3,309	718 10 5	1,920	508	.....	138	.....	126	694	.....	308	.....	681 0 3	1,399 10 8
Raglan	12	2	168 12 3	566	129 1 3	273	171	.....	31	8	.....	428	.....	55	.....	154 1 8	283 2 11
Kelso	10	6	588 17 4	1,442	847 14 11	711	933	.....	72	.....	161	1,141	2	322	3	1,610 6 10	2,458 1 9
Bathurst and Platform	10	35	3,960 15 11	30,604	13,766 1 4	9,813	16,925	28	7,586	912	293	550	3	3,086	277	22,508 16 0	36,274 17 4		
George's Plains	15	6	470 18 1	3,708	536 1 9	172	289	.....	5	1,040	.....	141	.....	46	.....	265 1 6	801 3 3
Newbridge and platform	15	6	437 1 0	4,458	837 5 10	3,048	670	.....	.....	339	11	112	.....	710	1	1,007 8 7	1,844 14 5
Blayne Siding	13	12	1,234 5 1	7,436	3,155 6 4	3,393	3,370	.....	1,586	5,355	186	95	.....	4,652	3	8,793 18 3	11,949 4 7
Spring Grove	15	4	336 19 0	3,793	719 6 10	1,452	429	.....	126	6	31	142	.....	431	.....	626 15 8	1,346 2 6
Spring Hill	14½	4	400 4 0	3,274	562 4 4	1,113	272	.....	6	21	5	81	.....	16	.....	323 2 2	885 6 6
Orange and Sidings	14½	25	3,132 14 8	18,516	12,585 0 11	14,388	20,241	107	3,053	11	392	29	1	31,519	15	61,292 5 3	73,877 6 7		
Mullion Creek, opened 1 June	14	3	120 0 9	827	119 16 5	523	74	.....	17	5	.....	.....	1	6	.....	42 11 7	162 8 0
Warne, " " "	14	2	104 16 10	598	144 7 8	178	188	.....	.....	3	43	35	.....	439	.....	45 15 1	190 2 9
Ironbarks, " " "	14	2	208 8 2	1,424	563 10 9	95	691	.....	84	33	8	.....	.....	428	.....	845 13 4	1,409 4 1
The Springs, " " "	14	1	93 17 3	395	80 5 0	14	14	.....	.....	5	.....	.....	.....	5	.....	6 0 8	86 5 8
Wellington, " " "	14	15	1,322 15 11	4,754	5,560 19 3	1,897	12,240	.....	145	130	138	.....	.....	37,339	.....	37,968 17 11	43,529 17 2
1879...		259	27,996 10 9	311,754	74,507 16 11	116,127	95,420	71,231	15,931	54,134	12,444	4,226	407	85,717	724	169,140 12 1	243,648 9 0		
		282	24,695 1 6	271,860	62,467 9 11	105,006	71,572	58,765	17,061	48,110	2,278	909	178	58,111	760	128,826 13 4	191,294 3 9		
WINDSOR AND RICHMOND RAILWAY.																			
Riverstone and Sidings	12½	2	172 12 5	2,935	374 11 11	20,555	473	.....	.....	.....	52	56	1	3	.....	1,253 16 10	1,628 8 9
Mulgrave	14	2	176 8 5	2,156	381 11 11	14,482	210	.....	.....	.....	220	2	4	.....	131 18 3	513 10 2	
Windsor and Platform	14	6	739 19 5	16,351	3,093 6 6	6,853	4,026	.....	108	232	188	223	20	6	.....	2,608 8 11	5,701 15 5
Richmond	14	4	433 3 2	10,082	2,256 3 2	2,144	1,857	.....	60	.....	167	155	15	95	.....	1,414 4 0	3,670 7 2
1879...		14	1,522 3 5	31,524	6,105 13 6	44,034	6,566	.....	168	232	407	654	38	108	.....	5,408 8 0	11,514 1 6
		14	1,435 11 6	27,423	5,609 12 1	38,364	6,078	.....	148	1	457	1,447	2	.....	399	8,745 11 0	9,553 3 1

No. 22.

RETURN showing LIVE STOCK EARNINGS for years 1879 and 1880.

Month.	Year 1879.					Year 1880.				
	Southern.	Western.	Richmond.	Northern.	Total.	Southern.	Western.	Richmond.	Northern.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
January.....	2,299 13 8	937 16 4	11 2 11	749 19 11	3,998 12 10	876 16 10	994 7 10	13 16 4	690 19 9	2,576 0 9
February	1,304 9 4	1,599 10 11	7 1 10	501 18 8	3,413 0 9	2,202 11 8	1,453 10 7	15 0 3	699 15 7	4,370 18 1
March	1,854 7 2	1,636 9 6	6 16 10	525 5 2	4,022 18 8	1,532 14 4	1,097 12 8	7 17 1	661 10 6	3,299 14 7
April	1,916 0 2	2,150 16 9	21 3 7	639 15 8	4,727 16 2	1,956 16 0	1,023 18 8	11 14 2	399 10 5	3,391 19 3
May	1,192 5 1	1,549 7 7	0 3 5	456 0 8	3,197 16 9	1,781 0 1	741 11 6	6 16 2	329 0 4	2,858 8 1
June	1,244 17 2	1,238 1 7	6 17 7	516 5 10	3,006 2 2	2,146 17 2	1,184 18 1	8 2 2	606 19 9	3,946 17 2
July	1,961 14 1	1,250 14 11	14 5 5	911 1 6	4,137 15 11	1,418 9 9	1,451 8 10	7 17 6	642 19 3	3,520 15 4
August	1,503 10 5	1,504 19 8	4 3	905 3 8	3,917 18 0	1,679 12 11	1,309 17 10	6 4 10	1,099 19 4	4,095 14 11
September.....	1,862 17 3	1,231 13 8	9 18 0	1,370 19 8	4,475 8 7	1,658 3 0	1,473 4 1	8 1 4	786 14 4	3,926 2 9
October.....	1,296 4 2	1,047 12 7	15 3 11	1,113 14 2	3,472 14 10	2,942 18 5	1,861 7 3	11 2 9	668 18 11	5,484 7 4
November	1,369 0 6	1,276 15 5	10 6 10	1,154 9 5	3,810 12 2	2,983 15 11	1,240 3 10	7 9 5	639 5 10	4,870 15 0
December	1,559 13 9	1,259 16 2	10 2 2	715 4 10	3,544 16 11	2,864 17 10	882 11 4	10 13 4	581 13 5	4,339 15 11
Totals	19,364 12 9	16,683 15 1	117 6 9	9,559 19 2	45,725 13 9	24,044 13 11	14,714 12 6	114 15 4	7,807 7 5	46,681 9 2

No. 23.

RETURN of the quantity of Wool carried on the Railways of New South Wales, and the amount of Freight received therefrom in 1879 and 1880.

Months.	1879.									1880.								
	Bales.			Weight.			Freight.			Bales.			Weight.			Freight.		
	S. & W.	North.	Total.	S. & W.	North.	Total.	S. & W.	North.	Total.	S. & W.	North.	Total.	S. & W.	North.	Total.	S. & W.	North.	Total.
	No.	No.	No.	Tons.	Tons.	Tons.	£	£	£	No.	No.	No.	Tons.	Tons.	Tons.	£	£	£
January	15,408	5,121	20,529	2,704	954	3,658	4,850	1,945	6,795	18,936	6,265	25,201	3,291	1,168	4,459	6,143	2,436	8,579
February	6,027	1,513	7,540	1,055	274	1,329	1,576	575	2,151	7,564	1,434	8,998	1,280	258	1,538	1,962	547	2,509
March	3,773	648	4,421	641	109	750	798	226	1,024	2,630	1,329	3,959	475	221	696	499	507	1,006
April	2,238	495	2,733	369	85	454	451	187	638	1,610	331	1,941	276	58	334	222	125	347
May	697	203	900	119	34	153	84	78	162	984	173	1,157	166	29	195	137	62	199
June	660	83	743	115	13	128	107	26	133	566	112	678	97	16	113	86	41	127
July	485	91	576	84	15	99	76	34	110	802	36	838	137	5	142	237	13	250
August	284	85	369	48	14	62	52	31	83	1,418	1,138	2,556	259	214	473	583	421	1,004
September	1,374	1,288	2,662	235	250	485	468	486	954	12,361	7,371	19,732	2,238	1,396	3,634	5,204	2,732	7,936
October	13,114	10,068	23,182	2,383	2,015	4,398	5,049	3,671	8,720	31,636	12,749	44,385	5,853	2,496	8,349	12,908	4,543	17,451
November	39,753	14,660	54,413	7,113	2,943	10,056	14,851	5,584	20,435	53,611	16,938	70,549	9,624	3,357	12,981	21,193	6,268	27,461
December	42,829	13,623	56,452	7,520	2,681	10,201	15,356	5,314	20,670	33,559	11,250	44,609	5,833	2,203	8,036	11,992	4,257	16,249
Total	126,642	47,878	174,520	22,386	9,387	31,773	43,718	18,157	61,875	165,477	59,126	224,603	29,529	11,421	40,950	61,166	21,952	83,118
Increase in 1880 .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	38,835	11,248	50,083	7,143	2,034	9,177	17,448	3,795	21,243

No. 24.

STATEMENT of the Value of LIVE STOCK and WOOL and other Exports across the Border during the year 1880.

	Value of Live Stock.						Quantity and Value of Wool.			Other Exports.	Total Value.
	Goats.	Horses.	Cattle.	Sheep.	Pigs.	Total.	Bales.	lbs.	Value.	Value.	
	£	£	£	£	£	£	No.		£	£	
Albury to Victoria.....		9,073	4,109	14,789	588	28,559	12,254	4,334,305	258,379	8,390	295,328
Corowa do.		1,404	97,850	59,960	390	159,604	17,663	6,537,685	355,919	23,836	539,359
Moama do.	10	4,836	132,919	219,851	131	357,747	30,039	10,997,168	628,544	39,485	1,025,776
Hwy do.							42,480	15,448,624	942,142	4,704	946,846
Swan Hill do.		3,864	39,004	30,358		73,226	28,972	10,870,580	583,038	5,422	661,686
Euston do.		90	2,500			2,590	2,162	705,368	38,494	451	41,535
Wentworth to { Victoria		184				247,712	12,682	4,064,828	209,438	4,526	848,245
{ South Australia		9,012	123,888	114,628			24,705	8,453,400	386,569		
Thackaringa do.		5,329	14,885	5,559		25,773	3,182	1,273,094	35,637	19	61,429
Tocumwall to Victoria		350	13,165	3,255		16,770	3,570	1,370,876	73,256	94	90,120
Howlong do.		1,145	6,960	381	292	8,778	45	18,291	806	2,983	12,567
Maryland (Queensland Border)							527	145,024	10,800	53,865	64,665
Bogabilla do.							464	170,421	7,496	122	7,618
Wilcannia do.										8,155	8,155
Bourke do.										7,549	7,549
Total in 1880	10	35,287	435,280	448,781	1,401	920,759	178,745	64,389,664	3,530,518	159,601	4,610,878
Total in 1879	100	13,357	385,865	458,967	206	858,495	211,358	56,097,820	3,088,473	156,967	4,103,935
Increase in 1880		21,930	49,415		1,195	62,264		8,291,844	442,045	2,634	506,943
Decrease in 1880	90			10,186			32,613				

No. 25.

CENTRAL RAILWAY OFFICE.

STATEMENT of the Business transacted and Revenue received at the Central Railway Office, Sydney, during the year 1880.

Sleeping Berths.	Horse Boxes.	Sheep and Cattle Trucks.	Parcels.						Passengers.						Amount received for Train Time table Books.	Amount received for Exhibition Tickets.	Tramway.		Parcels.					Amount received for Sleeping Berths.	Total Amounts.	
			Northern.			Southern & Western.			Total number.	Northern.			Southern and Western.				Number of Tickets.	Amount.	Northern.	Northern.	Southern and Western.					
			In.	Out.	Total.	Cloak.	In.	Out.		1st Class.	2nd Class.	Amount.	1st Class.	2nd Class.					Amount.	Inwards.	Outwards.	Cloaked.	Inwards.			Outwards.
			No.	No.	£ s. d.	No.	No.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.					£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.			£ s. d.
5	8	42	..	..	..	944	270	4,024	5,238	.....	.....	.....	300	335	375 2 8	2 7 5	40 0 0	92,509	770 18 2	.....	.....	8 10 0	11 3 11	257 15 7	2 10 0	1,468 13 9
2	1	82	..	..	..	755	285	3,949	4,930	.....	.....	.....	221	246	233 2 11	2 0 10	14 15 0	70,051	583 15 2	.....	.....	5 10 0	11 19 8	251 0 0	1 0 0	1,153 4 7
3	3	2	..	..	..	877	338	3,940	5,155	.....	.....	.....	309	337	610 15 9	2 8 8	19 12 0	101,099	842 9 10	.....	.....	8 1 0	16 4 6	245 17 7	1 10 0	1,746 19 4
1	5	2	..	..	..	877	373	4,673	5,923	.....	.....	.....	234	211	251 19 2	1 12 7	8 11 6	87,453	728 15 0	.....	.....	10 6 0	14 6 0	233 11 8	0 10 0	1,299 13 2
..	4	29	..	..	..	883	480	4,518	5,091	.....	.....	.....	380	335	419 9 10	2 3 11	.....	49,017	408 9 6	.....	.....	5 10 0	23 11 5	274 9 9	.....	1,134 0 5
6	11	36	..	..	..	678	495	4,652	5,825	.....	.....	.....	400	262	401 14 4	4 14 0	.....	37,710	314 5 0	.....	.....	6 17 0	17 0 8	232 10 1	3 0 0	1,030 1 1
20	7	19	..	..	..	645	434	4,515	5,594	.....	.....	.....	461	360	500 10 2	2 6 10	.....	30,701	256 11 10	.....	.....	7 2 0	18 5 4	292 5 4	10 0 0	1,087 1 6
12	15	14	120	450	..	659	420	4,467	6,125	.....	.....	.....	624	491	664 12 4	2 1 9	.....	14,899	124 1 8	8 4 8	33 4 5	3 8 0	20 17 11	232 0 10	6 0 0	1,149 11 7
72	6	35	185	554	..	748	519	4,786	6,792	.....	.....	.....	377	254	725 9 8	1 17 11	.....	40,130	334 15 9	23 7 3	45 0 8	5 12 0	17 19 1	303 10 0	36 0 0	1,503 12 4
276	3	12	201	755	..	821	591	5,813	8,181	.....	.....	.....	855	360	1,715 8 3	3 12 11	.....	58,998	491 13 1	22 18 4	66 19 11	7 2 0	22 18 6	343 19 11	138 0 0	2,812 12 11
223	4	20	240	670	..	765	663	5,243	7,581	20	7	27 0 8	723	366	1,472 14 11	2 8 11	.....	61,411	511 15 2	20 12 11	64 4 8	5 10 0	25 7 10	353 15 8	111 10 0	2,600 0 4
240	6	1	270	914	..	707	664	6,007	8,562	56	19	100 0 0	1,332	542	2,445 10 1	3 0 6	.....	78,809	656 14 10	29 5 2	39 2 8	9 4 0	41 18 10	451 16 6	124 10 0	3,951 2 7
869	73	244	1,016	3,352	..	9,169	5,532	56,587	75,666	76	26	127 0 8	6,227	4,099	9,866 10 1	30 16 3	82 19 0	722,827	6,024 5 0	109 8 4	298 11 11	33 4 0	241 14 5	3,632 13 5	434 10 0	20,936 13 7

SUMMARY.

	1880.	1879.
	£ s. d.	£ s. d.
Freight, &c., Railway Department	14,829 0 1	8,150 12 2
Tramway Tickets sold	6,024 5 6	1,343 18 0
Exhibition Tickets sold	82 10 0	726 4 0
	<u>£ 20,936 13 7</u>	<u>£ 10,229 14 11</u>
Number of Parcels booked	75,656	54,716
" Passengers booked	10,423	8,352
" Tramway Tickets sold	722,827	161,268
Sheep and Cattle Trucks ordered	244	1,148
Horse-boxes, &c., ordered	73	37
Sleeping Berths ordered	880	40

No. 26.

RETURN of the quantity of COAL exported from Newcastle to Intercolonial and Foreign Ports in 1879 and 1880, showing the increase and decrease in each.

Countries.	1879.	1880.	Increase.	Decrease.
	Tons.	Tons.	Tons.	Tons.
Victoria	275,978	276,847	869	.....
New Zealand	173,699	123,220	.....	50,479
South Australia	99,638	92,862	.....	6,776
Tasmania	24,597	18,637	.....	5,960
Western Australia	1,946	2,678	732	.....
Fiji	488	1,785	1,297	.....
Queensland	11,246	7,261	.....	3,985
Total, Intercolonial	587,592	523,290	2,898	67,200
Foreign—				
Callao	5,303	1,080	.....	4,223
New Caledonia	3,273	2,585	.....	688
India	76,271	11,939	.....	64,332
United States	2,570	5,430	2,860	.....
San Francisco	56,640	43,491	.....	13,149
Hong Kong	36,559	46,135	9,576	.....
China	8,928	8,533	.....	395
Mauritius	9,271	2,583	.....	6,688
Japan	15,104	7,097	.....	8,007
Manila	16,822	7,301	.....	9,521
Valparaiso	3,312	.....	.....	3,312
Honolulu	3,588	1,674	.....	1,914
La Plata.....	502	.....	.....	502
Java	19,610	9,640	.....	9,970
Africa	1,053	.....	.....	1,053
Bankok	550	787	237	.....
Sourabaya	3,858	.....	.....	3,858
Guam	3,839	.....	.....	3,839
S. S. Islands	540	.....	.....	540
Petropaulovski	934	.....	.....	934
Ilo Ilo	499	828	329	.....
Cebu .....	.....	.....	.....	.....
Port Natal.....	2,420	.....	.....	2,420
Tahiti	260	.....	.....	260
Guyagucl	1,077	.....	.....	1,077
Mexico .....	.....	1,000	1,000	.....
Total, Foreign.....	272,783	150,103	14,002	136,682
Grand Total	860,375	673,393	16,900	203,882

No. 27.

PORT OF NEWCASTLE.

Foreign and Intercolonial Trade.

	1879.		1880.		Decrease.	
	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.	No. of Vessels.	Tonnage.
Inwards	1,031	492,163	778	400,598	253	91,565
Outwards	1,330	651,501	1,023	516,480	307	135,021

NUMBER of Tons and Value of COAL Exported.

Foreign and Intercolonial.

1879.		1880.		Decrease.	
Tons.	Value.	Tons.	Value.	Tons.	Value.
860,375	591,090	673,393	372,378	186,982	218,712

No. 29.

MONTHLY Return of COAL forwarded from Western Collieries during the year 1880.

Months.	Vale of Clwydd.		Esk Bank.		Lithgow Valley Company.		Bowenfels Company.		Total.	
	T. c. q. lbs.	£ s. d.	T. c. q. lbs.	£ s. d.	T. c. q. lbs.	£ s. d.	T. c. q. lbs.	£ s. d.	T. c. q. lbs.	£ s. d.
January	1,489 1 3 0	555 7 5	1,215 10 1 0	508 11 0	1,491 11 1 0	552 12 10	434 0 0 0	153 3 10	4,630 3 1 0	1,769 15 1
February	1,698 4 0 0	632 18 8	1,310 1 0 0	592 2 0	1,689 2 0 0	616 11 3	406 0 0 0	141 10 7	5,103 7 0 0	1,983 2 6
March	1,504 10 0 0	563 8 7	1,195 15 0 0	445 2 7	2,164 12 0 0	786 8 8	289 4 0 0	102 1 11	5,154 1 0 0	1,897 1 9
April	1,603 1 0 0	601 7 1	1,441 5 0 0	527 8 8	1,873 10 0 0	700 12 1	514 4 0 0	178 4 2	5,432 0 0 0	2,007 12 0
May	2,233 11 0 0	848 11 4	1,681 17 0 0	622 2 4	2,692 5 0 0	1,008 9 2	744 8 0 0	267 16 1	7,352 1 0 0	2,746 18 11
June	2,192 16 0 0	840 12 1	1,430 2 0 0	518 12 0	2,447 10 0 0	943 4 7	815 13 0 0	279 14 7	6,886 1 0 0	2,582 3 3
July	2,882 11 0 0	1,087 5 9	1,670 11 0 0	632 13 10	2,942 7 0 0	1,145 1 11	727 15 0 0	265 16 3	8,223 4 0 0	3,130 17 9
August	2,558 9 0 0	977 10 2	1,537 6 0 0	565 12 0	2,112 4 0 0	871 16 5	476 2 0 0	159 3 11	6,684 1 0 0	2,574 2 6
September	2,012 19 0 0	787 12 9	1,349 6 0 0	545 17 6	1,839 9 0 0	653 7 9	458 2 0 0	168 0 7	5,659 16 0 0	2,154 18 7
October	1,783 4 0 0	672 2 1	1,357 7 0 0	519 16 4	1,691 18 0 0	609 14 9	400 2 0 0	154 0 7	5,232 11 0 0	1,955 13 9
November	1,953 17 0 0	729 9 10	1,124 17 0 0	416 3 3	1,505 19 0 0	556 14 9	355 18 0 0	161 4 6	4,940 11 0 0	1,863 12 4
December	1,958 19 0 0	735 5 3	1,209 0 0 0	455 2 9	2,200 5 0 0	997 0 2	362 9 0 0	135 0 7	5,730 13 0 0	2,322 8 9
Total	23,871 2 3 0	9,031 11 0	16,522 17 1 0	6,349 4 3	24,650 12 1 0	9,441 14 4	5,983 17 0 0	2,165 17 7	71,028 9 1 0	26,988 7 2

No. 30.

MONTHLY RETURN of SHALE carried on the Great Southern and Western Lines during the year 1880.

Months.	Mittagong.			Joadja Siding.			Hartley Vale.			Total.		
	Tons cwt. qrs.	£ s. d.		Tons cwt. qrs.	£ s. d.		Tons cwt. qrs.	£ s. d.		Tons cwt. qrs.	£ s. d.	
January ..	143 13 0	48 0 0					308 9 0	108 0 0		452 2 0	156 0 0	
February	174 19 2	58 0 0					1,016 7 3	360 0 0		1,191 7 1	418 0 0	
March ...	414 11 3	138 0 0					768 12 0	268 0 0		1,183 3 3	406 0 0	
April.....	845 19 1	283 12 6					534 15 3	184 0 0		1,380 15 0	467 12 6	
May	486 1 1	162 0 0					842 10 2	288 0 0		1,328 11 3	450 0 0	
June	1,092 0 0	364 0 0					1,252 19 3	438 0 0		2,344 19 3	802 0 0	
July	810 0 0	270 0 0					1,097 16 3	380 0 0		1,907 16 3	650 0 0	
August ...	974 1 0	326 0 0					1,217 16 0	414 14 0		2,191 17 0	740 14 0	
September	983 0 0	328 0 0					1,116 10 1	390 0 0		2,099 10 1	718 0 0	
October...	360 0 0	120 0 0					1,046 13 0	366 0 0		1,406 13 0	486 0 0	
November	6 0 0	2 0 0		522 0 0	174 0 0		612 10 1	210 0 0		1,140 10 1	386 0 0	
December				618 0 0	206 0 0		860 9 0	296 0 0		1,478 9 0	502 0 0	
	6,290 5 3	2,099 12 6		1,140 0 0	380 0 0		10,675 10 0	3,702 14 0		18,105 15 3	6,182 6 6	

No. 31.

RETURN of the O.H.M.S. COAL forwarded from the Western Collieries during 1880.

Months.	Vale of Clwydd.			Fsk Bank.			Lithgow.			Total.		
	Tons cwt. qrs.	£ s. d.		Tons cwt. qrs.	£ s. d.		Tons cwt. qrs.	£ s. d.		Tons cwt. qrs.	£ s. d.	
January ..	1,142 3 3	382 18 0		1,629 5 3	371 7 11		1,254 3 3	694 7 3		4,025 13 1	1,448 13 2	
February	1,389 11 0	470 19 1		1,249 2 0	191 4 4		1,085 14 0	838 14 1		3,724 7 0	1,500 17 6	
March.....	1,655 8 3	569 19 11		1,268 10 0	247 11 11		1,496 0 0	1,237 18 8		4,419 18 3	2,055 10 6	
April.....	1,260 12 0	450 7 0		1,449 17 0	302 17 4		1,217 5 0	1,002 0 7		3,927 14 0	1,755 4 11	
May	934 8 0	355 9 0		1,729 7 0	314 6 7		1,573 10 0	1,151 12 7		4,237 5 0	1,821 8 2	
June	1,415 9 0	516 18 0		1,676 8 0	423 19 10		1,827 0 0	1,313 2 9		4,918 17 0	2,254 0 7	
July	2,039 17 0	668 17 10		1,696 6 0	337 0 10		1,595 3 0	1,175 15 7		5,331 6 0	2,181 14 3	
August ...	1,626 18 0	490 11 0		1,616 11 0	442 2 7		1,689 8 0	1,379 3 3		4,932 17 0	2,311 16 10	
September	1,689 1 0	505 6 7		1,438 3 0	397 8 5		1,494 10 0	1,115 7 7		4,621 14 0	2,018 2 7	
October...	1,715 10 0	525 13 8		1,745 0 0	500 3 3		1,641 14 0	1,249 15 5		5,102 4 0	2,275 12 4	
November	1,474 14 0	436 6 8		1,705 17 0	509 13 1		1,992 17 0	1,589 18 8		5,173 8 0	2,535 18 5	
December	1,669 16 0	1,046 9 2		2,062 11 0	641 7 7		1,866 18 0	827 15 7		5,599 5 0	2,515 12 4	
	18,013 8 2	6,419 15 11		19,266 17 3	4,679 3 8		18,734 2 3	13,575 12 0		56,014 9 0	24,674 11 7	

No. 32.

GREAT NORTHERN RAILWAY.

ABSTRACT of the Tonnage and Amount received for carriage of COAL shipped at the Government Cranes and Staiths, Newcastle, 1879 and 1880.

Companies.	1879.		1880.		Increase, 1880.		Decrease, 1880.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
Newcastle	69,508	2,321	104,235	3,727	34,727	1,406		
A. A. Company	4,564	193	4,866	206	302	13		
New Lambton.....	99,079	3,841	55,326	2,114			43,753	1,727
Lambton	223,895	9,237	239,868	10,025	15,973	788		
Warratah	21,610	985	13,183	528			8,427	457
Goose Colliery	1,875	64	1,835	83		19	40	
Mitchell's Pit			230	31	230	31		
Tulip's Pit	2	1					2	1
Stoney Creek Colliery	20	3					26	3
Co-operative	147,973	7,737	121,158	6,394			26,815	1,343
* Wallsend	166,442	8,164	146,607	6,674			19,835	1,490
Mimmi	113,319	5,678	72,970	3,653			40,349	2,025
Woodford	8,871	564	14,325	896	5,454	332		
Anvil Creek	2,738	268	1,937	188			801	80
Greta	43,670	4,367	21,735	1,860			21,935	2,507
Australasia Colliery	3,118	130					3,118	130
Ferndale	52,019	2,169	52,177	2,233	158	64		
Rathluba			5	2	5	2		
Rix	167	60	234	101	67	41		
Dog and Rat Pit	90	11					90	11
Wingen	16	3	115	21	99	18		
	958,976	43,796	850,806	38,736	57,015	2,714	165,185	9,774
Local consumption.....	35,000	2,000	48,670	2,856	13,670	856		

* Includes Wallsend Tunnels, 76,721 tons, £3,201, and Purified Coke, 2,513 tons, £105.

No. 33.

ABSTRACT of the Tonnage and amount received for the carriage of COAL and SHALE on the Great Southern and Western Railway in 1879 and 1880.

	1879.		1880.		Increase, 1880.		Decrease, 1880.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
Lithgow Valley—	No.	£	No.	£	No.	£	No.	£
Lithgow	12,474	4,282	24,651	9,442	12,177	5,160	.....	.....
Esk Bank	21,968	8,346	16,523	6,349	.....	.....	5,445	1,997
Bowenfels Company ...	6,363	2,226	5,984	2,166	.....	.....	379	60
Vale of Clwydd	17,879	6,684	23,871	9,032	5,992	2,348	.....	.....
Wallerawang	11	5	11	7	.....	2	.....	.....
Hartley Vale—								
Shale Company	14,892	5,002	10,676	3,703	.....	.....	4,216	1,299
Mittagong	3,027	1,016	6,734	2,217	3,707	1,201	.....	.....
Joadja Siding .....	.....	.....	1,140	380	1,140	380	.....	.....
Moss Vale	72	30	.....	.....	.....	.....	72	30
Total	76,686	27,591	89,590	33,296	23,016	9,091	10,112	3,386

No. 34.

ABSTRACT of the total quantity of COAL and SHALE carried on Great Southern, Western, and Northern Railways during 1879 and 1880, and the amounts of Freight received therefrom.

	1879.		1880.		Increase, 1880.		Decrease, 1880.	
	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.	Tons.	Freight.
COAL.								
Newcastle Lines.....	958,976	45,796	850,806	38,736	.....	.....	108,170	7,060
Great Western Lines—								
Lithgow Valley Mines...	58,684	21,538	71,028	26,988	12,344	5,450	.....	.....
Wallerawang	11	5	11	7	.....	2	.....	.....
Great Southern Railway—								
Mittagong.....	.....	.....	444	118	444	118	.....	.....
SHALE.								
Newcastle Lines.....	23	2	.....	.....	.....	.....	23	2
Great Western Railway—								
Hartley Vale	14,892	5,002	10,676	3,703	.....	.....	4,216	1,299
Great Southern Railway—								
Mittagong.....	3,027	1,016	6,290	2,099	3,263	1,083	.....	.....
Joadja .....	.....	.....	1,140	380	1,140	380	.....	.....
Moss Vale.....	72	30	.....	.....	.....	.....	72	30
Total	1,035,685	73,389	940,395	72,031	17,191	7,033	112,481	8,391

No. 35.

RETURN of the number and percentage proportion of FIRST and SECOND CLASS PASSENGERS on the Great Southern, Western, and Richmond, and Northern Lines, and the amount received from that source during 1880.

	First Class.	Second Class.	Total.
Number—	No.	No.	No.
South and West	1,390,529	3,560,415	4,950,944
North	105,133	384,061	489,194
All Lines	1,495,662	3,944,476	5,440,138
Amount received—	£	£	£
South and West	109,390	167,987	277,377
North	21,357	41,390	62,747
All Lines	130,747	209,377	340,124
Percentage number—			
South and West	28'09	71'91	100'00
North	21'49	78'51	100'00
All Lines	27'49	72'51	100'00
Percentage amount received—			
South and West	39'44	60'56	100'00
North	34'04	65'96	100'00
All Lines	38'44	61'56	100'00

No. 36.

RETURN of the MILEAGE of SUBURBAN PASSENGERS during the Years 1879 and 1880.

Description.		1879.	1880.
No. of Passengers	No.	1,948,203	2,665,524
„ Season Ticket-holders' journeys	„	1,193,900	1,545,498
Total Passenger journeys		3,142,103	4,211,022
No. of miles travelled	Miles.	16,414,116	21,158,694
Average mileage per passenger	„	5'22	5'02
Amount received for passengers	£	50,788 1 9	64,702 3 1
Average receipts per mile per passenger.....		0'74	0'73

No. 37—continued.

RETURN of the number of SEASON TICKETS issued and amounts received for same by each Suburban Station during the years 1879 and 1880.

Stations.	Monthly.		Quarterly.		Half-yearly.		Yearly.		Total.		Amounts.	
	1.	2.	1.	2.	1.	2.	1.	2.	1.	2.	1st Class.	2nd Class.
1879.												
Eveleigh .....	...	1	...	...	...	...	...	...	...	1	.....	0 3 9
Newtown	141	1,057	98	496	19	49	6	11	621	2,971	261 9 0	673 15 4
Petersham	293	776	282	525	63	53	9	7	1,625	2,753	836 16 6	900 12 10
Summer Hill	12	53	9	30	3	2	1	...	69	155	35 12 4	76 11 11
Ashfield	277	756	232	269	70	32	28	6	1,729	1,827	1,215 5 9	860 19 4
Croydon	102	161	95	129	24	7	5	1	591	602	452 11 7	254 1 2
Burwood	301	681	207	286	73	34	24	6	1,648	1,815	1,314 6 1	967 1 5
Redmyre	113	73	24	34	20	5	2	...	329	205	332 13 0	154 10 6
Homebush	15	9	24	13	10	7	7	2	231	114	178 17 4	46 17 6
Rookwood	4	55	8	30	1	3	...	5	34	223	37 18 3	129 0 5
Auburn	1	23	5	20	...	...	...	...	16	83	21 2 6	39 18 9
Parramatta Junction	8	52	9	34	1	4	...	...	41	178	52 19 9	133 8 8
Parramatta	117	613	90	161	20	16	1	4	519	1,240	678 15 9	1,216 0 3
	1,384	4,310	1,083	2,027	304	212	83	42	7,453*	12,167	5,418 7 10	5,453 1 10
1880.												
Newtown	239	1,044	144	624	38	68	8	10	995	3,444	428 9 6	794 15 5
Petersham	371	895	416	622	124	84	31	9	2,735	3,373	1,252 18 8	1,076 10 8
Summer Hill	51	180	61	117	7	15	3	3	312	657	162 4 4	283 4 4
Ashfield	400	855	230	351	109	38	33	15	2,140	2,316	1,386 18 3	1,034 15 2
Croydon	139	204	127	142	42	23	9	2	880	792	617 6 4	369 16 7
Burwood	269	550	205	275	87	36	37	1	1,850	1,603	1,354 13 10	874 4 6
Redmyre	122	50	56	43	28	5	6	1	530	221	419 3 0	143 16 5
Homebush	6	35	13	12	11	5	17	4	315	149	190 11 4	61 2 4
Rookwood	11	104	13	51	2	3	1	7	74	359	74 1 6	191 13 3
Auburn	1	11	10	3	...	...	1	...	43	20	53 2 9	15 0 6
Granville	9	87	9	46	2	3	...	...	48	243	63 3 11	195 19 3
Parramatta	123	647	117	178	29	12	5	4	708	1,301	889 9 4	1,218 3 10
	1,741	4,662	1,401	2,464	479	292	151	56	10,630*	14,478	6,892 2 9	6,259 2 3

* All tickets brought into months.

No. 38.

DETAILED STATEMENT of MILEAGE of ENGINES for the year ending 31st December, 1880.

Train Miles.	Southern.	Western.	Suburban.	Richmond.	Northern.	Total.
Passenger	421,714	333,882	302,054	22,680	262,026	1,342,356
" Special	14,712	7,720	2,622	776	6,024	31,854
Funeral			13,900			13,900
Goods	660,110	692,082	6,060	12,230	306,931	1,677,413
" Special	30,187	40,834	905	9,077	13,619	94,622
Coal					79,327½	79,327½
Total Train Miles	1,126,723	1,074,518	325,541	44,763	667,927½	3,239,472½
OTHER MILEAGE.						
Ballasting	47,810	38,569	985	490	29,895	117,749
Shunting	266,277½	123,005½	37,127	10,476	249,400½	686,286½
Empty	12,614	1,147	1,548	97	11,511	26,917
Coal	16,022					16,022
Total other Miles	342,723½	162,721½	39,660	11,063	290,806½	846,974½
Grand Total	1,469,446½	1,237,239½	365,201	55,826	958,734	4,086,447
Increases for 1880	184,054½	172,346½	9,750		12,957	376,052
Decreases for 1880				3,056		

No. 39.

STATEMENT of MILEAGE, Passenger and Goods Trains, for the years 1879 and 1880.

Lines and Trains—Train Miles.	1879.	1880.
Great Southern, Western, Suburban, and Richmond Railways—Passenger.....	1,017,701	1,120,060
Great Northern Railway—Passenger	249,025	268,050
Great Southern, Western, Suburban, and Richmond Railways—Goods	1,273,537	1,451,485
Great Northern Railway—Goods	392,200	399,877½
Total Train Miles.....	2,932,463	3,239,472½
OTHER MILEAGE.		
Great Southern, Western, Suburban, and Richmond Railways—Ballasting, Shunting, Empty, and Fuel.	473,380	556,168
Great Northern Railway—Ballasting, Shunting, and Empty.....	304,552	290,806½
Total other Mileage	777,932	846,974½
GRAND TOTAL	3,710,395	4,086,447

No. 40.

ANNUAL and DAILY MILEAGE of TRAINS, including Sundays, 1879 and 1880.

	1879.		1880.	
	Annual.	Daily.	Annual.	Daily.
TRAIN MILES.				
Suburban	306,311	839	325,541	890
Southern	1,007,102	2,759	1,126,723	3,078
Western	932,766	2,556	1,074,518	2,936
Richmond	45,059	123	44,763	122
Northern	641,225	1,757	667,927½	1,825
Total Train Miles	2,932,463	8,034	3,239,472½	8,851
CLASS OF ENGINE.				
Passenger	1,266,726	3,470	1,388,110	3,793
Goods	1,665,737	4,564	1,851,362½	5,058
Total.....	2,932,463	8,034	3,239,472½	8,851
OTHER MILEAGE.				
Suburban	49,140	135	39,660	108
Southern	278,290	762	342,723½	936
Western	132,127	362	162,721½	445
Richmond	13,823	38	11,063	30
Northern	304,552	834	290,806½	795
Total.....	777,932	2,131	846,974½	2,314
CLASS OF WORK.				
Ballasting.....	117,019	321	117,749	322
Shunting	624,678	1,711	686,286½	1,875
Empty	19,847	54	26,917	73
Fuel	16,388	45	16,022	44
Total.....	777,932	2,131	846,974½	2,314
Total with shunting, &c.	3,710,395	10,165	4,086,447	11,165
Average daily work per engine .....	.....	4,539	.....	4,175
Do. including shunting .....	.....	5,743	.....	5,266
Number of engines	177		212	

No. 41.

DETAIL of MILEAGE of each Engine for the year ending 31st December, 1880.

No.	Class of Engine.	Total Mileage of each Engine.	No.	Class of Engine.	Total Mileage of each Engine.
GREAT SOUTHERN, WESTERN, AND RICHMOND LINES.					
1	Passenger and Goods	16,183	76	Passenger and Goods	20,471
2	" "	20,205	77	" "	12,086½
3	" "	23,096	78	" "	16,528
4	" "	22,588	79	Passenger	26,371
5	Passenger	24,825	80	"	32,202
6	"	72	81	"	29,387
7	"	485	82	"	21,800
8	"	Nil.	83	"	27,811
9	"	Nil.	84	"	21,889
10	"	20,616	85	"	18,952
11	"	15,207	86	"	29,069
12	"	Nil.	87	"	31,510
13	"	17,194	88	"	21,837
14	"	12,090	89	"	30,552
15	"	3,883	90	"	34,528
16	"	6,052	91	"	13,062
17	Goods	12,979	92	"	15,306
18	"	22,556	93	Goods	21,547½
19	"	15,606	94	"	21,700
20	"	16,336	95	"	26,338
21	"	16,914	96	"	26,161
22	"	16,086	97	"	14,558
23	Passenger	15,970	98	"	25,556
24	"	16,025	99	"	23,672
25	"	14,129	100	"	26,210
26	"	3,257	101	"	26,365
27	"	16,452	102	"	22,963
28	"	13,837	103	"	21,332
29	"	11,139	104	"	24,653
30	"	6,386	105	Passenger	30,542
31	"	15,761	106	Goods	26,862
32	"	11,074	107	"	24,687
33	"	10,130	108	"	24,764
34	"	26,541	109	"	26,253
35	"	23,755	110	"	24,601
36	Passenger and Goods	27,185	111	"	24,256
37	" "	14,109	112	"	23,086
38	" "	25,913	113	"	23,562
39	" "	9,280	114	"	23,535
40	Goods	21,562	115	"	24,087
41	"	22,196	116	"	23,359
42	"	25,641	117	"	26,070
43	"	20,842	118	Passenger	31,995
44	"	18,623	119	"	26,216
45	"	12,711	120	"	11,346
46	"	19,022	121	"	7,819
47	"	21,122	122	"	23,128
48	"	29,929	123	"	24,147
49	"	20,952	124	"	19,540
50	"	17,776½	125	"	470
51	"	19,009½	126	"	15,425
52	"	23,735	127	"	17,748
53	"	16,352	128	"	16,947
54	"	20,302	229	"	18,719
55	"	29,303	130	"	26,727
56	"	23,890	131	Goods	21,579
57	"	20,465	132	"	13,712
58	"	20,108	133	"	29,399
59	"	20,855	134	"	28,573
60	Passenger and Goods	20,310	135	"	27,240
61	" "	17,652	136	"	20,855
62	" "	23,903½	137	"	21,482
63	" "	20,084½	138	"	22,135
64	" "	19,691	139	"	28,825
65	" "	22,164	140	"	34,420
66	Passenger	4,176	141	"	32,907
67	"	7,921	142	"	12,383
68	"	22,673	143	Passenger	18,046
69	"	21,646	144	"	18,121
70	"	16,062	145	"	24,450
71	"	14,120	146	"	26,291
72	"	26,712	147	"	11,890
73	"	18,889	148	"	17,703
74	"	15,013	149	"	22,197
75	"	17,616	150	"	24,264

No. 41—continued.

GREAT SOUTHERN, WESTERN, AND RICHMOND LINES—continued.

No.	Class of Engine.	Total Mileage of each Engine.	No.	Class of Engine.	Total Mileage of each Engine.
151	Passenger	24,119	160	Passenger	10,245
152	"	16,301	161	"	8,219
153	"	19,967	162	"	7,203
154	"	12,981	163	"	7,451
155	"	16,266	164	Goods	7,818
156	"	8,326			
157	"	8,383		Total	3,126,685
158	"	7,432		Steam Crane Engine	5
159	"	5,949		Contractors.....	1,023
				Total	3,127,713

GREAT NORTHERN RAILWAY.

1	Passenger and Goods	13,194	30	Passenger	28,082
2	"	21,726	31	Goods	37,377
3	"	26,763	32	"	31,908
4	"	29,392	33	"	26,989
5	Passenger	8,834	34	"	33,266
6	Goods	14,801	35	"	30,860
7	"	13,954½	36	"	17,921
8	Passenger	19,704	37	Passenger	36,559
9	"	10,911	38	"	36,838
10	Goods	17,407	39	"	37,270
11	"	10,912	40	Goods	25,401
12	"	16,960	41	"	26,534
13	"	19,351	42	"	26,474
14	Passenger	17,164	43	"	17,835
15	"	17,668	44	"	16,271
16	"	20,516	45	"	8,484
17	"	7,692	46	"	11,548½
18	Goods	16,258	47	Passenger	964
19	"	9,070	48	"	209
20	"	16,363	49	"	Nil
21	"	14,550	50	"	"
22	"	16,699	51	"	"
23	"	18,023			
24	"	19,145			
25	"	15,116		A. & R. Amos' Engines.....	958,079
26	"	20,877			655
27	Passenger	22,749		Total	958,734
28	"	30,869			
29	"	31,520			

No. 42.

TABULAR ANALYSIS showing WORKING EXPENSES, GROSS EARNINGS, and NET EARNINGS, per Mile open and Train Mile.

Mileage.	Miles open— Average.	Train miles.	Miles run including shunting.
South and West.....	559	2,571,545	3,127,713
North	228	667,927	958,734
Total.....	787	3,239,472	4,086,447
Heads of Expenditure.	Amount.	Per mile open.	Per train mile.
Locomotive Power and Repairing Engines—	£	£	d.
South and West	172,142	307'95	16'06
North	48,306	211'87	17'36
Total	220,448	280'11	16'33
Carriage and Waggon Repairs—			
South and West	24,700	44'18	2'30
North	8,596	37'70	3'09
Total	33,296	42'31	2'47
Maintenance and Renewal of Way—			
South and West	115,583	206'77	10'79
North	38,268	167'84	13'75
Total.....	153,851	195'49	11'40
Traffic Charges, Coaching, and Merchandise—			
South and West	158,334	283'24	14'78
North	55,422	243'08	19'91
Total.....	213,756	271'61	15'84
Compensation, Personal Injury, &c.—			
South and West	5,638	10'09	0'53
North	492	2'16	0'18
Total.....	6,130	7'79	0'45
Compensation, Damage to and Loss of Goods—			
South and West	431	0'77	0'04
North	142	0'62	0'05
Total	573	0'73	0'04
Miscellaneous Working Expenses and General Establishment—			
South and West	14,272	25'33	1'33
North	5,393	23'65	1'94
Total.....	19,665	24'98	1'46
Gross Expenditure—			
South and West	491,100	878'53	45'83
North	156,619	686'92	56'28
Total	647,719	823'02	47'99
Gross Earnings—			
South and West	886,942	1,586'66	82'77
North	274,075	1,202'08	98'48
Total.....	1,161,017	1,475'24	86'02
Net Earnings—			
South and West	395,842	708'13	36'94
North	117,456	515'16	42'20
Total.....	513,298	652'22	38'03

No. 43.

TABULAR SYNOPSIS of the TOTAL EARNINGS under the different Heads of Traffic, per Mile open and Train Mile for Year 1880.

Mileage.	Train Miles.		Total Miles run, including shunting, &c.	
	Passenger.	Goods.	Passenger.	Goods.
South and West	1,120,060	1,431,485	1,270,824	1,856,889
North	268,050	399,877	355,021	603,713
All Lines	1,388,110	1,851,362	1,625,845	2,460,602
Heads of Traffic.	Miles open for Traffic—average	Earnings.	Per Mile open	Per Train mile.
COACHING.				
Passengers, 1st and 2nd Class—				
South and West	No. 559	£ 262,561	£ 469'70	d. 56'26
North	228	61,831	271'19	55'36
All Lines	787	324,392	412'19	56'09
Season Ticket Holders—				
South and West	559	14,816	26'50	3'17
North	228	916	4'02	0'82
All Lines	787	15,732	19'99	2'72
Horses, Carriages, and Dogs, Parcels, &c.—				
South and West	559	24,857	44'47	5'33
North	228	9,367	41'08	8'39
All Lines	787	34,224	43'48	5'92
Mails—				
South and West	559	6,567	11'75	1'41
North	228	2,656	11'65	2'38
All Lines	787	9,223	11'72	1'59
Miscellaneous—				
South and West	559	4,197	7'51	0'90
North	228	2,382	10'44	2'13
All Lines	787	6,579	8'36	1'14
Total Coaching—				
South and West	559	312,998	559'93	67'07
North	228	77,152	338'38	69'08
All Lines	787	390,150	495'74	67'46
GOODS.				
Live Stock—				
South and West	559	38,874	69'54	6'43
North	228	7,807	34'24	4'69
All Lines	787	46,681	59'32	6'05
Minerals—				
South and West	559	53,380	95'49	8'83
North	228	43,122	189'13	25'88
All Lines	787	96,502	122'62	12'51
Wool—				
South and West	559	61,166	109'42	10'11
North	228	21,952	96'28	13'17
All Lines	787	83,118	105'61	10'78
General Merchandise—				
South and West	559	419,431	750'32	69'35
North	228	122,857	538'85	73'74
All Lines	787	542,288	689'06	70'30
Miscellaneous—				
South and West	559	1,093	1'96	0'18
North	228	1,185	5'20	0'71
All Lines	787	2,278	2'89	0'29
Total Goods—				
South and West	559	573,944	1,026'73	94'90
North	228	196,923	863'70	118'19
All Lines	787	770,867	979'50	99'93
Gross Earnings—				
South and West	559	886,942	1,586'66	82'77
North	228	274,075	1,202'08	98'48
All Lines	787	1,161,017	1,475'24	86'02

No. 44.

RETURN of the MILEAGE and WEIGHT of PASSENGERS and TONS of GOODS carried during 1880, and the AVERAGE RECEIPTS per mile.

Description.		Southern, Western, and Richmond.	Northern.	Total.
COACHING TRAFFIC.				
Number of 1st and 2nd class passengers	No.	3,386,708	415,106	3,801,814
" season ticket holders' journeys.....	"	1,564,236	74,088	1,638,324
Total passenger journeys	"	4,950,944	489,194	5,440,138
Total number of miles travelled	Miles.	61,388,261	11,756,015	73,144,276
Average mileage per passenger	"	12'40	24'03	13'45
Gross amount received from passengers	£	277,377	62,747	340,124
Average receipts per mile per passenger	d.	1'08	1'28	1'12
Tonnage of passengers carried	Tons.	330,063	32,613	362,676
" horse, carriages, and dogs	"	2,781	1,009	3,790
" mails and parcels	"	3,589	2,469	6,058
Total	"	336,433	36,091	372,524
Total mileage of tons	Miles.	4,743,576	1,080,237	5,823,813
Average mileage per ton	"	14'10	29'93	15'63
Gross amount received for above traffic and miscellaneous receipts.....	£	312,998	77,152	390,150
Average receipts per ton per mile.....	d.	15'84	17'14	16'08
GOODS TRAFFIC.				
Total tonnage of goods	Tons.	688,120	998,769	1,686,889
" live stock	"	20,876	5,206	26,082
Total	"	708,996	1,033,975	1,712,971
Total mileage of tons of goods and live stock	Miles.	62,192,070	17,486,408	79,678,478
Average	"	87'72	17'42	46'51
Gross amount received for above traffic and miscellaneous receipts.....	£	573,944	196,923	770,867
Average receipts per ton per mile.....	d.	2'21	2'70	2'32

No. 45.

WEIGHT of Locomotive Engines and Tenders, empty and loaded, on 31st December, 1880.

No. of Engines.	No. of Engines of same weight.	Engines.								Tenders.								
		Empty.				In Steam.				Empty.				Full.				
		Leading.	Driving.	Trailing.	Total.	Leading.	Driving.	Trailing.	Total.	Leading.	Middle.	Trailing.	Total.	Leading.	Middle.	Trailing.	Total.	
tons cwt. qrs.		tons cwt. qrs.		tons cwt. qrs.		tons cwt. qrs.		tons cwt. qrs.		tons cwt. qrs.		tons cwt. qrs.		tons cwt. qrs.		tons cwt. qrs.		
SOUTHERN AND WESTERN.																		
1 to 4	4	9 1 2	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	33 16 0	4 7 0	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0	
5	1	7 5 0	5 19 2	3 6 2	16 11 0	7 13 0	6 0 0	4 0 0	17 13 0	3 15 1	.....	.....	.....	6 15 0	.....	6 3 2	12 18 2
6 and 7	2	8 18 1	6 10 2	3 19 1	19 8 0	9 0 0	9 4 0	3 6 1	21 10 1	3 5 2	2 19 2	3 5 0	9 10 0	5 7 2	6 0 0	6 5 0	17 12 2	
8	1	8 14 3	7 12 2	7 17 1	24 4 2	8 14 0	9 14 0	11 11 3	29 19 3	.....	.....	.....	.....	.....	.....	.....	.....
9	1	7 12 1	6 9 2	4 0 0	18 1 3	7 19 2	9 9 2	4 6 3	21 8 3	4 2 0	.....	3 12 2	7 14 2	6 9 3	.....	6 5 1	12 15 0
10	1	7 2 0	9 6 3	12 0 0	28 8 3	7 19 0	10 18 0	14 17 0	33 14 0	4 9 3	1 11 3	6 3 2	12 5 0	7 18 0	5 0 0	9 13 0	23 10 0	
11	1	7 12 1	6 9 2	4 0 0	18 1 3	8 1 1	8 19 0	4 4 0	21 4 1	4 0 3	.....	3 14 3	7 15 2	6 10 3	.....	6 5 2	12 16 1
12	1	8 14 3	7 12 2	7 17 1	24 4 2	8 14 0	9 14 0	11 11 3	29 19 3	.....	.....	.....	.....	.....	.....	.....	.....
13	1	8 0 1	10 8 0	4 8 1	22 16 2	10 12 0	7 17 0	7 17 2	26 6 2	4 4 1	.....	4 8 3	8 13 0	6 18 0	.....	7 12 3	14 10 3
14 to 16	3	7 3 2	10 19 2	5 3 1	23 6 1	7 19 0	12 0 0	6 6 0	26 5 0	4 8 0	1 12 0	4 13 0	10 13 0	7 9 0	4 13 0	7 6 0	19 8 0	
17 to 22	6	7 3 0	11 7 2	8 1 0	26 11 2	8 8 2	12 6 0	9 10 2	30 5 0	4 9 0	2 9 2	4 11 3	11 10 1	6 12 0	6 3 0	7 12 2	20 7 2	
23 to 28	6	8 4 0	11 2 2	9 12 3	28 19 1	9 8 2	11 4 1	11 0 0	31 12 3	4 5 0	2 14 0	4 6 0	11 5 0	7 0 0	5 2 0	7 4 0	19 6 0	
29 to 31	3	4 17 1	4 15 3	5 5 2	14 18 2	6 1 0	6 6 0	7 5 0	19 12 0	.....	.....	.....	.....	.....	.....	.....	.....
32 to 35	4	8 1 3	10 19 2	10 4 2	29 5 3	9 10 0	12 0 1	11 6 0	32 16 1	4 5 0	2 14 0	4 6 0	11 5 0	7 19 0	5 16 0	8 1 0	21 16 0	
36 to 39	4	10 15 0	8 8 3	5 13 2	24 17 1	12 5 0	9 1 0	6 14 0	28 0 0	4 5 2	3 9 2	4 12 0	12 7 0	8 1 2	7 5 0	8 13 2	24 0 0	
40 to 43	4	7 7 2	11 12 0	8 10 0	27 9 2	8 9 0	12 12 0	10 2 0	31 3 0	3 4 0	4 6 2	3 10 2	11 1 0	.....	.....	.....	.....
44 to 47	4	9 0 3	8 11 0	9 3 2	26 15 1	9 14 0	10 17 0	10 6 3	30 17 3	3 16 3	4 5 1	4 3 1	12 5 1	7 8 0	7 1 2	7 12 2	22 2 0	
48 to 51	4	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2	
52	1	9 0 3	8 11 0	9 3 2	26 15 1	9 14 0	10 17 0	10 6 3	30 17 3	3 16 3	4 5 1	4 3 1	12 5 1	7 8 0	7 1 2	7 12 2	22 2 0	
53 to 59	7	11 0 0	10 6 2	10 16 1	32 2 3	12 5 0	11 11 3	12 1 2	35 18 1	4 4 0	4 3 3	4 13 2	13 1 1	8 12 2	7 14 0	8 5 0	24 11 2	
60 to 65	6	11 6 0	11 4 3	11 6 0	33 16 3	12 2 1	12 5 1	12 18 1	37 5 3	4 9 1	3 19 1	4 8 2	12 17 0	9 0 2	8 8 3	8 9 2	25 18 3	
66	1	5 2 1	4 7 0	5 10 0	14 19 1	6 8 0	5 19 2	6 18 0	19 5 2	.....	.....	.....	.....	.....	.....	.....	.....
67 to 74	8	6 3 2	8 4 2	7 8 2	21 16 2	7 5 3	9 6 0	11 8 1	28 0 0	.....	.....	.....	.....	.....	.....	.....	.....
75 to 78	4	8 7 0	12 18 0	4 9 1	25 14 1	10 15 0	13 15 0	5 3 0	29 13 0	4 5 0	2 17 0	4 5 0	11 7 0	8 6 0	5 12 0	8 8 0	22 6 0	
79 to 92	14	11 9 3	12 0 0	11 8 3	34 18 2	12 7 3	12 4 0	12 4 0	37 11 3	4 9 2	3 4 2	4 0 2	11 14 2	7 14 0	6 11 0	7 8 3	21 13 3	
93 to 102	10	9 1 2	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	33 16 0	4 7 0	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0	
103	1	9 0 3	8 11 0	9 3 2	26 15 1	9 14 0	10 17 0	10 6 3	30 17 3	3 16 3	4 5 1	4 3 1	12 5 1	7 8 0	7 1 2	7 12 2	22 2 0	
104	1	9 1 2	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	33 16 0	4 7 0	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0	
105	1	11 1 2	8 11 0	10 7 2	30 0 0	12 8 0	10 12 3	10 16 1	33 17 0	3 16 0	2 4 0	4 9 2	10 9 2	5 17 0	6 14 0	7 17 0	20 8 0	
	105																	

No. 45—(continued)—Weight of Locomotive Engines and Tenders, empty and loaded, on 31st December, 1880.

No. of Engines.	No. of Engines of same weight.	Engines.								Tenders.							
		Empty.				In Steam.				Empty.				Full.			
		Leading.	Driving.	Trailing.	Total.	Leading.	Driving.	Trailing.	Total.	Leading.	Middle.	Trailing.	Total.	Leading.	Middle.	Trailing.	Total.
SOUTHERN AND WESTERN—contd.		tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.	tons cwt. qrs.
106 to 117	12	9 1 2	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	33 16 0	4 7 0	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0
118 to 126	9	11 9 3	12 0 0	11 8 3	34 18 2	12 7 3	13 0 0	12 4 0	37 11 3	4 9 2	3 4 2	4 0 2	11 14 2	7 14 0	6 11 0	7 8 3	21 13 3
127 to 129	3	5 19 0	6 2 0	6 2 0	18 3 0	7 9 0	7 12 2	7 14 2	22 16 0	.....	.....	.....	.....	.....	.....	.....	.....
130	1	11 0 2	10 12 0	9 19 0	31 11 2	11 12 3	11 10 0	11 1 2	34 4 1	6 10 1	.....	6 16 0	13 6 1	12 13 0	.....	12 13 0	25 6 0
131 to 141	11	4 3 0	.....	40 18 3	45 1 3	.....	.....	.....	49 11 3	6 3 0	.....	6 14 0	12 17 0	.....	.....	.....	25 11 2
142	1	9 1 2	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	33 16 0	4 7 0	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0
143 to 157	15	11 9 3	12 0 0	11 8 3	34 18 2	12 7 3	13 0 0	12 4 0	37 11 3	4 9 2	3 4 2	4 0 2	11 14 2	7 14 0	6 11 0	7 8 3	21 13 3
158 to 163	6	10 11 0	11 3 0	11 1 0	32 15 0	10 0 2	15 1 2	14 19 1	40 1 1	.....	.....	.....	.....	.....	.....	.....	.....
164	1	9 1 2	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	33 16 0	4 7 0	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0
NORTHERN.																	
1 to 3	3	9 1 0	9 0 0	4 11 0	22 12 0	10 5 0	10 10 0	4 15 0	25 10 0	3 14 3	4 3 2	2 18 3	10 17 0	7 7 2	4 17 0	8 3 2	20 8 0
4	1	8 0 0	5 17 0	2 10 0	16 17 0	9 10 0	6 3 0	4 2 0	19 15 0	3 15 0	.....	3 9 0	7 4 0	6 15 0	.....	6 3 2	22 18 2
5 and 17	2	7 12 1	6 9 2	4 0 0	18 1 3	8 0 0	8 12 0	4 0 0	20 12 0	4 2 0	.....	3 12 2	7 14 2	6 9 3	.....	6 5 1	12 15 0
6 and 7	2	9 4 0	9 16 0	11 12 0	30 12 0	10 14 0	12 10 0	11 16 0	35 0 0	.....	.....	.....	.....	.....	.....	.....	.....
8	1	6 8 2	10 8 1	3 8 2	20 5 1	7 8 2	11 8 1	3 17 2	22 14 1	4 4 0	.....	3 14 2	7 18 2	6 9 3	.....	6 9 0	12 18 3
9	1	4 5 3	4 4 2	4 14 1	13 4 2	5 16 3	5 5 3	3 15 2	16 18 0	.....	.....	.....	.....	.....	.....	.....	.....
10	1	8 0 1	10 8 0	4 8 1	22 16 2	10 0 2	11 2 0	5 4 0	26 6 2	4 4 1	.....	4 8 3	8 13 0	6 18 0	.....	7 11 3	14 9 3
11, 12, 13, 18, 19, 21, and 22.	7	6 13 0	12 7 2	7 11 0	26 11 2	8 18 2	10 2 0	11 4 2	30 5 0	4 9 0	2 9 2	4 11 3	11 10 1	6 12 0	6 3 0	7 12 2	20 7 2
14 to 16	3	8 7 0	10 6 0	9 0 0	27 13 0	9 0 0	10 15 0	10 0 0	29 15 0	4 12 0	3 4 0	3 12 0	11 8 0	7 3 0	5 14 0	7 7 0	20 4 0
20	1	10 0 0	10 0 0	10 0 0	30 0 0	10 10 0	12 6 0	12 4 0	35 0 0	.....	.....	.....	.....	.....	.....	.....	.....
23 to 26	4	9 14 0	9 1 0	9 13 0	28 8 0	10 5 0	10 7 2	10 8 2	31 1 0	4 12 0	3 4 0	3 12 0	11 8 0	7 3 0	5 14 0	7 7 0	20 4 0
27 to 30	4	11 9 3	12 0 0	11 8 3	34 18 2	12 7 3	13 0 0	12 4 0	37 11 3	4 9 2	3 4 2	4 0 2	11 14 2	7 14 0	6 11 0	7 8 3	21 13 3
31 to 36	6	9 1 2	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	33 16 0	4 7 0	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0
37 to 39	3	11 9 3	12 0 0	11 8 3	34 18 2	12 7 3	13 0 0	12 4 0	37 11 3	4 9 2	3 4 2	4 0 2	11 14 2	7 14 0	6 11 0	7 8 3	21 13 3
40 to 46	7	9 1 2	10 18 0	10 14 2	30 14 0	9 19 2	12 0 0	11 16 2	33 16 0	4 7 0	3 2 1	4 2 3	11 12 0	7 16 0	7 2 0	7 13 0	22 11 0
47 to 51	5	11 9 3	12 0 0	11 8 3	34 18 2	12 7 3	13 0 0	12 4 0	37 11 3	4 9 2	3 4 2	4 0 2	11 14 2	7 14 0	6 11 0	7 8 3	21 13 3
51																	

No. 45—continued.

WEIGHT of Locomotive Engines and Tenders, and Tonnage carried, on Great Southern, Western, and Richmond Lines during 1880.

No. of Engine.	Weight of Engine and Tender for whole journey.	Mileage of each Engine and Tender.	Total Tons carried.
	t. c. q.		
1	52 14 0	16,183	852,844
2	52 14 0	20,205	1,064,804
3	52 14 0	23,096	1,217,159
4	52 14 0	22,588	1,190,388
5	28 13 2	24,825	711,857
6	36 8 2	72	2,623
7	36 8 2	485	17,666
8	28 1 1	Nil.	.....
9	.....	Nil.	.....
10	52 15 2	20,616	1,088,009
11	32 7 0	15,207	491,946
12	28 1 1	Nil.	.....
13	38 18 0	17,194	668,847
14	42 14 3	12,090	516,696
15	42 14 3	3,883	165,950
16	42 14 3	6,052	258,647
17	47 13 2	12,979	618,774
18	47 13 2	22,556	1,075,357
19	47 13 2	15,606	744,016
20	47 13 2	16,336	778,819
21	47 13 2	16,914	806,375
22	47 13 2	16,086	766,900
23	48 5 0	15,970	770,553
24	48 5 0	16,025	773,206
25	48 5 0	14,129	681,724
26	48 5 0	3,257	157,150
27	48 5 0	16,452	793,809
28	48 5 0	13,837	667,635
29	18 0 3	11,139	200,920
30	18 0 3	6,586	118,795
31	18 0 3	15,761	284,289
32	51 2 0	11,674	596,541
33	51 2 0	10,130	517,643
34	51 2 0	26,541	1,356,245
35	51 2 0	23,755	1,213,881
36	48 2 1	27,185	1,307,938
37	48 2 1	14,109	678,819
38	48 2 1	25,913	1,246,739
39	48 2 1	9,280	446,484
40	48 4 0	21,562	1,039,288
41	48 4 0	22,196	1,069,847
42	48 4 0	25,641	1,235,896
43	48 4 0	20,842	1,004,584
44	49 14 1	18,623	925,796
45	49 14 1	12,711	631,896
46	49 14 1	19,022	945,631
47	49 14 1	21,122	1,050,027
48	56 13 0	29,929	1,695,478
49	56 13 0	20,952	1,186,931
50	56 13 0	17,776½	1,007,039
51	56 13 0	19,009½	1,076,888
52	49 14 1	23,735	1,179,926
53	56 13 0	16,352	926,341
54	56 13 0	20,302	1,150,108
55	56 13 0	29,303	1,660,015
56	56 13 0	23,890	1,353,369
57	56 13 0	20,465	1,159,342
58	56 13 0	20,108	1,139,118
59	56 13 0	20,855	1,181,436
60	58 17 1	20,310	1,195,497
61	58 17 1	17,652	1,039,041
62	58 17 1	23,903½	1,407,020
63	58 17 1	20,084½	1,182,224
64	58 17 1	19,691	1,159,061
65	58 17 1	22,164	1,304,628
66	17 16 3	4,176	74,489
67	25 18 3	7,921	205,451
68	25 18 3	22,673	588,081
69	25 18 3	21,646	561,443
70	25 18 3	16,062	416,608
71	25 18 3	14,120	366,238
72	25 18 3	26,712	692,843
73	25 18 3	18,889	489,933
74	25 18 3	15,013	389,400
75	48 6 0	17,616	850,853
76	48 6 0	20,471	988,749
77	48 6 0	12,986½	627,248
78	48 6 0	16,528	798,302
79	55 18 3	26,371	1,475,128
80	55 18 3	32,202	1,801,299
81	55 18 3	29,387	1,643,835
82	55 18 3	21,800	1,219,438
83	55 18 3	27,811	1,555,678
84	55 18 3	21,889	1,224,416

No. 45—continued.
WEIGHT of Locomotive Engines and Tenders, and Tonnage—continued.

No. of Engine.	Weight of Engine and Tender for whole journey.			Mileage of each Engine and Tender.	Total Tons carried.
	t.	c.	q.		
85	55	18	3	18,952	1,060,128
86	55	18	3	29,069	1,626,047
87	55	18	3	31,510	1,762,591
88	55	18	3	21,837	1,221,507
89	55	18	3	30,552	1,709,003
90	55	18	3	34,528	1,931,410
91	55	18	3	13,062	730,656
92	55	18	3	15,306	856,179
93	52	14	0	21,547†	1,135,553
94	52	14	0	21,700	1,143,590
95	52	14	0	26,338	1,388,013
96	52	14	0	26,161	1,378,685
97	52	14	0	14,558	767,207
98	52	14	0	25,556	1,346,801
99	52	14	0	23,672	1,247,514
100	52	14	0	26,210	1,381,267
101	52	14	0	26,365	1,389,436
102	52	14	0	22,963	1,210,150
103	49	14	1	21,332	1,060,467
104	52	14	0	24,653	1,299,213
105	50	18	3	30,542	1,555,733
106	52	14	0	26,862	1,415,627
107	52	14	0	24,687	1,301,005
108	52	14	0	24,764	1,305,063
109	52	14	0	26,253	1,384,060
110	52	14	0	24,601	1,296,473
111	52	14	0	24,256	1,278,291
112	52	14	0	23,086	1,216,632
113	52	14	0	23,562	1,241,717
114	52	14	0	23,535	1,240,295
115	52	14	0	24,087	1,269,385
116	52	14	0	23,359	1,231,019
117	52	14	0	26,670	1,405,509
118	55	18	3	31,995	1,789,720
119	55	18	3	26,216	1,466,458
120	55	18	3	11,346	634,667
121	55	18	3	7,819	437,375
122	55	18	3	23,128	1,293,723
123	55	18	3	24,147	1,350,723
124	55	18	3	19,540	1,093,019
125	55	18	3	470	26,291
126	55	18	3	15,425	862,836
127	21	5	0	17,748	377,145
128	21	5	0	16,947	360,124
129	21	5	0	18,719	397,779
130	55	10	1	26,727	1,483,683
131	70	18	2	21,579	1,530,491
132	70	18	2	13,712	972,524
133	70	18	2	29,399	2,085,124
134	70	18	2	28,573	2,026,540
135	70	18	2	27,240	1,931,997
136	70	18	2	20,855	1,479,141
137	70	18	2	21,482	1,523,611
138	70	18	2	22,135	1,569,925
139	70	18	2	28,825	2,044,413
140	70	18	2	34,420	2,441,239
141	70	18	2	32,907	2,333,929
142	52	14	0	12,383	652,584
143	55	18	3	18,046	1,009,448
144	55	18	3	18,121	1,013,643
145	55	18	3	24,450	1,367,672
146	55	18	3	26,291	1,470,653
147	55	18	3	11,890	665,097
148	55	18	3	17,703	990,262
149	55	18	3	22,197	1,241,645
150	55	18	3	24,264	1,357,268
151	55	18	3	24,119	1,349,157
152	55	18	3	16,301	911,837
153	55	18	3	19,067	1,116,904
154	55	18	3	12,981	726,125
155	55	18	3	16,266	909,879
156	55	18	3	8,326	465,736
157	55	18	3	8,383	468,924
158	37	16	1	7,432	281,023
159	37	16	1	5,949	224,947
160	37	16	1	10,245	387,389
161	37	16	1	8,219	310,781
162	37	16	1	7,203	272,363
163	37	16	1	7,451	281,741
164	52	14	0	7,818	412,009
	8,153	10	1	3,126,685	162,911,697
† Averages	50	0	0	19,421	1,011,880

* Steam Crane and Contractor's Engine are not included.

Mileage—Steam Crane	5
Contractor's Engine	1,023
Total	1,028

† The averages of 161 only, as Nos. 8, 9, and 12 did not run. 3,127,713

GREAT NORTHERN RAILWAY.

No. 45—continued.

No of Engine.	Weight of Engine and Tender for whole journey.	Mileage of each Engine and Tender.	Total Tons carried.
	t. c. q.		
1	42 14 1	13,194	563,549
2	42 14 1	21,726	927,972
3	42 14 1	26,763	1,143,115
4	30 15 1	29,392	904,171
5	31 13 2	8,834	279,817
6	33 10 2	14,801	496,204
7	33 10 2	13,954½	467,825
8	33 19 2	19,704	669,443
9	13 13 2	10,911	171,030
10	38 18 0	17,407	677,132
11	47 13 1	10,012	477,197
12	47 13 1	16,960	808,356
13	47 13 1	19,351	922,317
14	47 0 1	17,164	806,922
15	47 0 1	17,668	830,617
16	47 0 1	20,516	964,508
17	31 13 2	7,692	243,644
18	47 13 1	16,258	775,100
19	47 13 1	9,070	432,412
20	33 6 2	16,363	545,297
21	47 13 1	14,550	693,489
22	47 13 1	16,699	795,916
23	48 6 1	18,023	870,736
24	48 6 1	19,145	924,943
25	48 6 1	15,116	730,292
26	48 6 1	20,877	1,008,620
27	55 7 1	22,749	1,259,442
28	55 7 1	30,869	1,708,985
29	55 7 1	31,520	1,745,026
30	55 7 1	28,082	1,554,690
31	52 14 0	27,377	1,960,768
32	52 14 0	31,908	1,681,552
33	52 14 0	26,980	1,422,320
34	52 14 0	33,266	1,753,118
35	52 14 0	30,860	1,626,322
36	52 14 0	17,921	944,437
37	55 19 0	36,559	2,045,476
38	55 19 0	36,838	2,061,086
39	55 19 0	37,270	2,085,257
40	52 14 0	25,401	1,338,633
41	52 14 0	26,534	1,398,342
42	52 14 0	26,474	1,395,180
43	52 14 0	17,835	939,905
44	52 14 0	16,271	857,482
45	52 14 0	8,484	447,107
46	52 14 0	11,548½	608,606
47	55 19 0	964	53,936
48	55 19 0	209	11,694
49	.....	.....	.....
50	.....	.....	.....
51	.....	.....	.....
Totals ...	2,265 8 0	958,079*	47,038,988
†Averages	47 4 0	19,960	979,979

* Messrs. A. and R. Amos' locomotives, New England and Murrumbidgee, are not included.

Mileage... .. 655
 Total.. .. 958,734

† The average of 48 only, as 48, 50, and 51 did not run.

No. 45 (continued)—ABSTRACT of Total and Average Weights of Rolling Stock empty.

	Southern and Western.			Northern.		
	No. of each Class	Total Weight, Empty.	Average Weight	No. of each Class	Total Weight, empty.	Average Weight.
PASSENGER STOCK.						
		tons cwt. qrs.	tons cwt. qrs.		tons cwt. qrs.	tons cwt. qrs.
Carriages, Sleeping.....	5	89 8 2	17 17 3	1	18 11 0	18 11 0
Do. First Class.....	44	500 19 2	11 7 3	19	146 5 0	7 14 0
Do. Composite.....	55	576 5 1	10 9 2½	13	154 15 2	11 18 0
Brake Vans, Composite.....	24	256 13 2	10 14 0	.....	.....	.....
Carriages, 2nd Class.....	89	687 13 0	7 14 2	49	286 10 0	5 17 0
Mail Vans.....	6	35 9 2	5 18 1	4	23 0 0	5 15 0
Prison Vans.....	3	19 4 2	6 8 1	2	14 0 2	7 0 1
Hearses.....	4	18 12 2	4 13 0½	2	10 15 2	5 7 3
Horse Boxes.....	63	363 3 2	5 15 1	24	132 12 0	5 10 2
Carriage Trucks.....	36	150 9 0	4 3 2½	22	92 13 1	4 4 1
Brake Vans.....	15	97 18 0	6 10 2	10	56 6 3	5 12 2
Total.....	344	2,795 16 3	8 2 2	146	935 9 2	6 8 0
Average running during year.....	314	2,552 1 3	.....	145	929 1 2	.....
GOODS STOCK.						
Brake Vans.....	62	744 8 2	12 0 0½	27	269 7 0	9 19 2
A Waggon.....	72	290 6 0	4 0 2½	60	249 2 2	4 3 0
B Waggon.....	154	693 14 3	4 10 0½	50	241 4 3	4 16 2
C Vans.....	139	780 1 2	5 12 1	48	277 2 0	5 15 2
D Waggon.....	2,438	11,086 14 1	4 10 3½	546	2,422 7 2	4 8 3
E Waggon.....	182	755 1 0	4 3 0	74	299 2 2	4 0 3
F Waggon.....	3	22 12 1	7 10 3	.....	.....	.....
G Waggon.....	2	16 18 0	8 9 0	.....	.....	.....
Powder Vans.....	8	40 13 0	5 1 2½	5	25 17 3	5 3 2
Sheep Vans.....	154	1,025 0 3	6 13 0½	84	555 6 0	6 12 0
Cattle Waggon.....	171	1,052 18 2	6 3 0½	64	396 13 3	6 3 3
Meat Vans.....	10	57 6 0	5 14 2½	3	17 18 3	5 19 2
Composite, Cattle, and Goods Van.....	1	8 18 0	8 18 0	.....	.....	.....
Ballast Waggon.....	42	143 7 0	3 8 1	43	168 18 0	3 18 2
Refrigerating Car.....	1	8 3 0	8 3 0	.....	.....	.....
Coal Waggon.....	.....	.....	.....	2,255	10,677 10 1	4 14 3
Total.....	3,439	16,726 1 2	4 17 1	3,259	15,600 10 3	4 15 3
Average running during year.....	3,152	15,330 12 2	.....	3,210	15,365 9 0	.....

No. 45—continued.

FROM the figures in the foregoing tables the following results are derived :—

		South and West.	North.	Totals.
LOCOMOTIVES.				
* Number of engines and tenders—				
Passenger..... (running)	No.	89	18	107
Goods..... do.	"	72	30	102
Total	"	161	48	209
Mileage of engines and tenders—				
Passenger	miles	1,557,532	373,087	1,930,619
Goods	"	1,569,153	584,992	2,154,145
Total	"	3,126,685	958,079	4,084,764
Gross weight of engines and tenders—				
Passenger..... (Average)	tons	3,867	732	4,599
Goods..... do.	"	3,914	1,308	5,222
Total	"	7,781	2,040	9,821
Gross tonnage—				
Passenger	"	75,312,529	18,260,977	93,573,506
Goods.....	"	87,599,168	28,778,011	116,377,179
Total	"	162,911,697	47,038,988	209,950,685
PASSENGER AND GOODS STOCK.				
Number of vehicles running during the year—				
Passenger	No.	314	145	459
† Goods	"	3,152	3,210	6,362
Total	"	3,466	3,355	6,821
Weight of Do.—				
Passenger	tons	2,552	929	3,481
† Goods	"	15,331	15,365	30,696
Total	"	17,883	16,294	34,177
† Total mileage of vehicles—				
Passenger	miles	7,864,991	1,526,715	9,391,706
Goods.....	"	25,641,179	6,470,753	32,111,932
Total	"	33,506,170	7,997,468	41,503,638
Gross dead weight of vehicles—				
Passenger	tons	62,908,635	9,770,976	72,679,611
Goods.....	"	114,082,626	30,978,730	145,061,356
Total	"	176,991,261	40,749,706	217,740,967

* Of the engines used for goods and passengers half their number is added to the passenger and half to the goods engines.

† The mileage does not include ballast waggons, but merely vehicles used for traffic purposes; and as many of them were in use for only a part of the year their average number and weight are taken as the factors in the above calculations.

No. 45—continued.

		South and West.	North.	Totals.
PASSENGER AND GOODS STOCK—continued.				
Tonnage of load carried in vehicles—				
Passenger.....	No.	336,433	36,091	372,524
Goods	"	708,996	1,033,975	1,712,971
Total.....	"	1,045,429	1,070,066	2,085,495
Total ton mileage of load—				
Passenger.....	"	4,743,576	1,080,237	5,823,813
Goods	"	62,192,070	17,486,408	79,678,478
Total.....	"	66,935,646	18,566,645	85,502,291
Total tonnage of vehicles empty and loaded—				
Passenger.....	tons	67,652,211	10,851,213	78,503,424
Goods	"	176,274,696	48,465,138	224,739,834
Total.....	"	243,926,907	59,316,351	303,243,258
Total tonnage of engines and vehicles loaded—				
Passenger.....	"	142,964,740	29,112,190	172,076,930
Goods	"	263,873,864	77,243,149	341,117,013
Total.....	"	406,838,604	106,355,339	513,193,943
Gross earnings—				
Passenger and Coaching.....	£	312,998	77,152	390,150
Goods	"	573,944	196,923	770,867
Total.....	"	886,942	274,075	1,161,017
Total working expenses	"	491,100	156,619	647,719
Net earnings .....	...	395,842	117,456	513,298
RESULTS:—				
AVERAGE EARNINGS PER TON PER MILE—				
PASSENGER	d.	'525	'636	'544
GOODS	"	'522	'612	'542
ALL TRAFFIC.....	"	'523	'618	'543
WORKING EXPENSES PER TON PER MILE.....	"	'290	'353	'303
NET EARNINGS PER TON PER MILE	"	'233	'265	'240

No. 46—continued.

MERCHANDISE Traffic Rates, 1877 to 1880.

Articles of Traffic.	1877. SEPTEMBER 17.			*1877. DECEMBER 7.			*1878. SEPTEMBER 13.			||1880. JANUARY, 1.		
	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.
Iron—Bar, Rod, and Bundles ... { Up ...	C	4 00 24		B	3 00 14					2	7 00 5	
{ Down ...	2	7 00 5		B	3 00 14					2	7 00 5	
Boiler, Plate or Sheet ... { Up ...	C	4 00 24		B	3 00 14							
{ Down ...	2	7 00 5										
Corrugated—in cases.....	2	7 00 5		.....	.....		††2	7 00 5				
Girders.....	2	7 00 5										
Do.—Girders, if requiring 2 trucks no less charge than for 3 tons will be made.	2	7 00 5										
Pig and Scrap ... { Up ...	B	3 00 14		A	2 00 14							
{ Down ...	1	6 00 4		.....	.....		D	5 00 24				
Do.—Tanks, 160 c. ft. per ton—Galvanized iron.....	2	7 00 5										
Do.—Wire in bundles.....	2	7 00 5					††2	7 00 5				
Do.—Wheels and Axles—Railway.....	2	7 00 5										
Do.—Rails and Chairs.....	2	7 00 5					1	6 00 4				
Do.—Castings, over 3 tons—owner's risk only.....	2	7 00 5		{ 2 Rough A Up	7 00 5 2 00 14							
Do.—Screws and Washers—Galvanized.....							††2	7 00 5				
Do.—Galvanized—cases.....	2	7 00 5					††2	7 00 5				
Iron Nails.....							2	7 00 5		††2	7 00 5	
Ironmongery.....	3	9 00 7										
Ironstone.....				Mis.	1 60 14							
				to 35 miles, over 35 miles, 1d.								
Jams.....Up	D	5 00 24										
Joinery.....	3	9 00 7										
Kerosene Oil.....Up	1	6 00 4										
Lead—Pig or Sheet.....	2	7 00 5										
Leather.....Up	**1	6 00 4										
Lamps—Street, Door, or Hall.....	3	9 00 7										
Laths.....	B	3 00 14										
Lick Blocks.....	D	5 00 24										
	B	3 00 14										
	If consigned between Sept. and Feb. inclusive.											
Lime—4-ton lots.....	B	3 00 14										
Limestone.....	Mis.	1 60 14										
	to 35 miles; over 35 miles, 1d. per ton per mile.											
Lithofracteur or other explosives—owner's risk—in casks or cases.....	1s. p. ton p. mile											
Lucerne—Seed.....	1	6 00 4										
Machinery of all kinds.....	3	9 00 7										
Malt.....	1	6 00 4										
Malt Tanks—square and empty.....							3	9 00 7				
Mangold Wurzel.....	A	2 00 14										
Manure, loose (4-ton lots).....	Mis.	1 60 14										
	to 35 miles; over 35 miles, 1d. per ton per mile.											
Do. in bags.....	B	3 00 14										
Marble—Undressed (4-ton lots).....	B	3 00 14										
Meal.....	†A	2 00 14								A	2 00 04	
Measurement Goods, 80 cubic feet to ton.....	1	6 00 4										
Melons.....	A	2 00 14										
Millinery—in cases.....	4	12 00 9										
Mirrors.....	4	12 00 9										
Muriate of Lime.....	1	6 00 4										
Musical Instruments.....	4	12 00 9										
Naphtha.....	4	12 00 9										
Offal.....	B	3 00 14										
Oil Cake.....	D	5 00 24										
Opium.....	3	9 00 7										
Ores (4-ton lots).....	A	2 00 14										
Oysters.....	Mis. 3d. p. ton p. m.											
	B	3 00 14										
	For distances over 40 miles, min. 6s. 2d.											
Palings.....	A	2 00 14										
Paper.....	C	4 00 24										
	under 1 ton											
Paper-maché Goods.....	3	9 00 7										
Perambulators.....	4	12 00 9										
Perfumery.....	3	9 00 7										
Picture Frames.....	4	12 00 9										
Pier Glasses.....	4	12 00 9										
Pipes—iron.....Up journey							A	2 00 14				
Pitch.....	1	6 00 4										
Plants (in pots and cases).....	3	9 00 7										
Plated Goods.....	3	9 00 7										
Plate Glass.....	4	12 00 9										
Pollard.....	†A	2 00 14								A	2 00 14	

Marked thus*, subject to the following allowances:—10 per cent. on the rate per mile for every mile beyond 100; 20 per cent. on the rate per mile for every mile beyond 150; 40 per cent. on the rate per mile for every mile beyond 200.

Marked thus†, an additional charge for use of tarpaulins will be made—40 miles, 1s. per ton; 80 miles, 1s. 6d. per ton; 150 miles, 2s. per ton; 200 miles, 2s. 3d. per ton; 300 miles, 2s. 6d. per ton.

† A further reduction of 20 per cent. on 1st, 2nd, 3rd, and 4th class goods conveyed for distances over 300 miles.

A, B, C, D Rates (September 17 and December 7, 1877, and 13 September, 1878)—For distances over 100 miles, the terminal charge for 15 miles will be remitted.

Marked thus**, if loose, 2nd class.

†† Over 300 miles, 1st class.

Marked thus † subject to the following allowances:—

For every mile beyond 100, 5 per cent. on the rate per mile on special, and 10 per cent. on 1st, 2nd, 3rd, and 4th class traffic.

150, 10	"	20	"	"	"
200, 20	"	40	"	"	"

No. 46—continued.

MERCHANDISE Traffic Rates, 1877 to 1880.

Articles of Traffic.	*1877. SEPTEMBER 17.			*1877. DECEMBER 7.			*1878. SEPTEMBER 13.			†1880.‡ JANUARY 1.		
	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.	Class.	15 miles.	Exceeding 15 miles.
Portable Engines	3	9 00	7									
Posts and Rails	B	3 00	1 1/2									
Potatoes	A	2 00	1 1/2									
Poultry—Living (in crates)	3	9 00	7							3	9 00	7
Preserved Meat.....Up	B	3 00	1 1/2									
Pumpkins	A	2 00	1 1/2									
Quicksilver	1	6 00	4									
Railway Materials	2	7 00	5				I	6 00	4			
Rags and Materials for making paper (not chemicals).	A	2 00	1 1/2									
Regulus	D	5 00	2 1/2									
Resin	I	6 00	4									
Road Metal.....	Mis.	1 60	1 1/2									
Salt—Rock and Calcutta	D	5 00	2 1/2									
Do. Dairy and Meat-curing	B	3 00	1 1/2									
Sand—4-ton lots	I	6 00	4							A	2 00	1 1/2
Sawdust	B	3 00	1 1/2									
Scientific Instruments	A	2 00	1 1/2									
Screws and Washers—Galvanized	4	12 00	9				††	7 00	5			
Sewing-Machines	4	12 00	9									
Seed Grass							I	5 00	4			
Shale—Kerosene.....												
Shoepskins	IC	4 00	2 1/2									
Shingles	B	3 00	1 1/2									
Silk Goods	3	9 00	7									
Slate Slabs	4	12 00	9									
Slates	C	4 00	2 1/2									
Sleepers—Railway	D	5 00	2 1/2							C	4 00	2 1/2
Soap (except scented and fancy)	2	7 00	5									
Soda—Crystals	D	5 00	2 1/2									
Do.—Caustic.....	D	5 00	2 1/2									
Spokes and Shafts—Undressed	B	3 00	1 1/2									
Stocks	A	2 00	1 1/2									
Stone undressed—4-ton lots	Mis.	1 60	1 1/2									
Do. carved and Gravestones	2	7 00	5									
Do. cut for Building or Grindstones	D	5 00	2 1/2									
Straw, pressed and branded with weight. (See page 104.)												
Straw, loose. (See page 103.)												
Sugar	2	7 00	5							2	7 00	5
Sulphuric Acid	I	6 00	4									
Tallow	I	6 00	4									
Tar	I	6 00	4									
Terra-Cotta.....	D	5 00	2 1/2	A	2 00	1 1/2						
Threshing Machines	3	9 00	7							D	5 00	2 1/2
Tiles—Tesselated and Ornamental												
Tiles.....	C	4 00	2 1/2	B	3 00	1 1/2						
Timber—Undressed	B	3 00	1 1/2									
Do. Dressed	A	2 00	1 1/2									
Tin Ore	D	5 00	2 1/2									
Tin-plates	C	4 00	2 1/2									
Tin Smelted	2	7 00	5							D	5 00	2 1/2
Tin Smelted	I	6 00	4									
Tobacco—Colonial Leaf.....	B	3 00	1 1/2									
Toys in cases	3	9 00	7									
Tricycles	4	12 00	9									
Turnips	A	2 00	1 1/2									
Velocipedes	4	12 00	9									
Water Tanks (by weight).....	3	9 00	7									
Whiting	D	5 00	2 1/2									
Wire-netting	3	9 00	7									
Woolpacks	I	6 00	4				**I	6 00	4			
Zinc	2	7 00	5									
NOTE—All articles not enumerated above are carried as follows.	||3	9 00	7									

Marked thus * subject to the following allowances:—10 per cent. on the rate per mile for every mile beyond 100; 20 per cent. on the rate per mile for every mile beyond 150; 40 per cent. on the rate per mile for every mile beyond 200.

Marked thus †, an additional charge is made for use of tarpaulins—40 miles, 1s.; 80 miles, 1s. 6d.; 150 miles, 2s.; 200 miles, 2s. 3d.; 300 miles, 2s. 6d. per ton.

† If loose or insecure, D rates.

‡ All 3rd Class Goods are carried at owner's risk; if Commissioner's risk, an insurance rate of 10s. per cent. on the declared value of the articles will be made. Minimum charge for risk, 1s. 6d.

A, B, C, D Rates (September 17th, and December 7th, 1877, and 13th September, 1878)—For distances over 100 miles the terminal charge for 15 miles will be remitted.

§ A further reduction of 20 per cent. on 1st, 2nd, 3rd, and 4th Class Goods conveyed for distances over 300 miles.

†† Over 300 miles, 1st Class.

** Over 300 miles, D rates.

Marked thus †† subject to the following allowances:—

For every mile beyond 100, 5 per cent. on the rate per mile on special, and 10 per cent. on 1st, 2nd, 3rd, and 4th Class traffic.

150, 10	20
200, 20	40

No. 46—continued.

MERCHANDISE TRAFFIC RATES.

7 December, 1877.—Rates for Carriage of Live Stock.

When carried in small numbers not exceeding number for full Trucks, mixed consignments will be taken from same. Owner for a Truck, or any portion of a Truck, all to be conveyed at Owner's risk only.

Cattle—each.	2 Cows, or 5 Calves, or 20 Sheep, or 15 Pigs— $\frac{1}{2}$ Truck.	4 Cows, or 10 Calves, or 40 Sheep, or 30 Pigs— $\frac{1}{2}$ Truck.	8 Cows, or 20 Calves, or 60 Pigs—Full Trucks.	Bulls—each.	Calves—each.	Sheep or Pigs—each.	Valuable Rams and Ewes, if less number than for $\frac{1}{2}$ Truck—each.
3d. per mile.	4d. per mile.	6d. per mile.	3d. per mile.	7d. per mile, if more than one in Truck, 4 $\frac{1}{2}$ d.	1d. per mile.	4d. per mile.	2d. per mile.

Minimum charge:—Cattle, 7s. 6d.; Calves, 2s.; Sheep or Pigs, 1s. 6d.; Bulls, 12s. 6d.
Do. Quarter Truck, 7s. 6d.; Half Truck, 10s.; Full Truck, 15s.

CATTLE AND HORSES.

Will be conveyed at Owner's risk, at 8d. per Truck per mile. No less charge than for a whole Truck to be made. Minimum charge, 15s. To be loaded and unloaded by owners.

RATES FOR SHEEP.

Sheep in flocks of not less than 100 conveyed at Owner's risk, as follows, viz. :—
For distances under 40 miles, 1s. per Truck per mile. Minimum charge, 15s.

Not exceeding 40 miles, at per Truck ...	£	s.	d.
40 to 60 " " " " " " " " " " " "	2	2	0
60 to 80 " " " " " " " " " " " "	2	15	0
80 to 100 " " " " " " " " " " " "	3	0	0
100 to 120 " " " " " " " " " " " "	3	5	0
120 to 140 " " " " " " " " " " " "	3	7	6
140 to 160 " " " " " " " " " " " "	3	10	0

And 3d. per Truck per mile for any distance over 160 miles.

To be loaded and unloaded by Owners. For open Trucks, half above rates.

CONDITIONS FOR CONVEYANCE OF LIVE STOCK.

Arrival at any particular time, or for any particular market, is not guaranteed.

Live Stock will be conveyed to and from such Stations only as have accommodation for loading and unloading; and flocks and herds only at convenient times, to be previously arranged with the Traffic Manager, in which case applicants for Trucks must deposit with the Commissioner the sum of 10s. per truck on account of trainage, and the amount so deposited will be forfeited to the Commissioner if Trucks be not used by applicant.

In all cases of conveyance of Live Stock, Owners must unload same within three hours after arrival, or the Stock will be unloaded by the Department at Owner's risk, and a charge of 2s. per Truck will be made. The Commissioner will have the right of loading any number of Stock up to the maximum number of a Truck load, when only a portion of a Truck is required.

13 September, 1878.—Rates for Live Stock.

No alteration, with the exception of the following :—

Cattle and Horses.

Will be conveyed at Owner's risk, for distances not exceeding 100 miles, 8d. per Truck per mile.
Every mile over 100, and not exceeding 150 miles, 7d. per Truck per mile.
" 150, " 200 " 6d. " "
" 200, 5d. per Truck per mile.

No less charge than for a whole Truck to be made. Minimum charge, 15s. To be loaded and unloaded by Owners.

15 January, 1879.—Rates for Live Stock.

Herds, Flocks, &c., when in consignments of not less than one full Truck load.

CATTLE.

Will be conveyed from the undermentioned Stations on the Southern and Western Lines to Homebush, at the following rates per Truck :—

Stations.	Rate.	Stations.	Rate.
Wagga Wagga 296 miles	£ s. d. 7 15 4	Marulan 106 miles	£ s. d. 3 16 4
Junee 279 "	7 9 8	Moss Vale 78 "	2 18 8
Cootamundra 245 "	6 18 4	Bowral..... 72 "	2 14 8
Murrumburrah 220 "	6 10 0	Mittagong 69 "	2 12 8
Binalong 200 "	6 3 4	Pictou 45 "	1 16 8
Bowning 186 "	5 16 4	Orange 184 "	5 15 4
Yass..... 179 "	5 12 10	Blayney 164 "	5 5 4
Gunning 157 "	5 1 10	Bathurst..... 137 "	4 11 10
Breadalbane 141 "	4 13 10	Wallerawang 97 "	3 11 4
Goulburn..... 126 "	4 6 4	Mount Victoria 69 "	2 12 8

No. 46—*continued.*RATES FOR LIVE STOCK—*continued.*CATTLE—*continued.*

And between the undermentioned Stations on the Great Northern Railway, at the following rates per Truck :—

From	Newcastle.	East Maitland.	West Maitland.	Wollombi Road.	Lochinvar.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Tamworth	5 14 4	5 5 4	5 4 4	5 3 4	5 1 4
Werris Creek	5 0 10	4 11 10	4 10 10	4 9 10	4 7 10
Quirindi	4 15 4	4 6 4	4 5 4	4 4 4	4 2 4
Willow-tree	4 10 4	4 1 4	4 0 4	3 19 4	3 17 4
Scone	3 10 8	2 18 8	2 17 4	2 16 0	2 13 4
Musclebrook	3 0 0	2 8 0	2 6 8	2 5 4	2 2 8

Other distances to be charged—For the first 40 miles, 10d. per Truck per mile; for every mile exceeding 40 and not exceeding 100, 8d. per Truck per mile; for every mile exceeding 100 and not exceeding 200, 6d. per Truck per mile; for every mile over 200, 4d. per Truck per mile. Minimum charge, 15s.

SHEEP.

Will be conveyed from the undermentioned Stations to Homebush, at the following rates per Truck.

Stations	Rate.	Stations.	Rate.
	£ s. d.		£ s. d.
Wagga Wagga 296 miles	6 6 9	Marulan 106 miles	3 5 7
Junce 379 "	6 1 10	Moss Vale 78 "	2 12 4
Cootamundra 245 "	5 11 11	Bowral 72 "	2 9 4
Murrumburrah 220 "	5 4 7	Mittagong 69 "	2 7 10
Binalong 200 "	4 18 9	Pictou 45 "	1 15 10
Bowning 186 "	4 14 1	Orange 184 "	4 13 5
Yass 179 "	4 11 9	Blayney 164 "	4 6 9
Gunning 157 "	4 4 5	Bathurst 137 "	3 17 3
Breadalbane 141 "	3 18 9	Wallerawang 97 "	3 1 10
Goulburn 126 "	3 13 1	Mount Victoria 69 "	2 7 10

And between the undermentioned Stations, at the following rates per Truck :—

Stations from.	Newcastle.	East Maitland.	West Maitland.	Wollombi Road.	Lochinvar.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Tamworth	4 12 9	4 6 9	4 6 1	4 5 5	4 4 1
Werris Creek	4 3 9	3 17 3	3 16 6	3 15 9	3 14 3
Quirindi	3 19 10	3 13 1	3 12 4	3 11 7	3 10 1
Willow-tree	3 16 1	3 9 4	3 8 7	3 7 10	3 6 4
Scone	3 1 4	2 12 4	2 11 4	2 10 4	2 8 4
Musclebrook	2 18 4	2 4 4	2 3 4	2 2 4	2 0 4

Other distances to be charged—For the first 40 miles, 10d. per Truck per mile; for every mile exceeding 40 and not exceeding 100, 6d. per Truck per mile; for every mile exceeding 100 and not exceeding 150, 4½d. per Truck per mile; for every mile exceeding 150, and not exceeding 200, 4d. per Truck per mile; for every mile over 200, 3½d. per Truck per mile. For single-decked Truck, only half these rates will be charged. Minimum charge, 15s.

HORSES.

The Commissioner will carry Horses in Cattle Trucks if requested to do so, but only under special contract, relieving him of all responsibility. The charge for horses so carried will be the same as for cattle in full Truck loads.

For the rates for Horse-boxes see Coaching Rate Sheet.

PIGS.

8d. per Truck per mile for the whole distance. Minimum, 15s.

Under the foregoing rates for Cattle, Sheep, Horses, and Pigs, no less charge than for one full Truck will be made for each and every Truck used.

No. 46—continued.

Rates for Live Stock—continued.

SMALL CONSIGNMENTS.

$\frac{1}{2}$ Truck, i.e., 4 Cows or Oxen, or 10 Calves, or 40 Sheep, or 30 Pigs.	$\frac{1}{2}$ Truck, i.e., 2 Cows or Oxen, or 5 Calves, or 20 Sheep, or 15 Pigs.	Single Cow or Ox.	Sheep or Pigs, when less than $\frac{1}{2}$ Truck.	Calves, when less than $\frac{1}{2}$ Truck.
6d. per mile	4d. per mile	3d. per mile	$\frac{1}{2}$ d. each per mile	1d. each per mile.
Minimum, 10s.....	Minimum, 7s. 6d.....	Min., 7s. 6d. each ...	Min., 1s. 6d. each ...	Minimum, 2s. each.

When the number of animals or the space occupied exceeds the limit for $\frac{1}{2}$ Truck, the rate for $\frac{1}{2}$ a Truck will be charged; and when the limit of half a Truck is exceeded, a full Truck will be charged for at the rate for herds, flocks, &c.

In ascertaining what portion of a Truck is to be charged for, i.e., $\frac{1}{2}$, $\frac{1}{3}$, or full Truck, regard will be had to the space actually occupied more than to the number of animals; but in no case must the number of animals stated above be exceeded.

Mixed stock will be carried together in the same Truck, provided the whole consignment belongs to one person, and the Commissioner is relieved of all responsibility. When mixed stock cannot be loaded together, each kind will be charged for separately.

When the charge per head for Live Stock exceeds that for $\frac{1}{2}$ Truck, or when the charge for a part Truck exceeds that for a full one, only the lesser amount will be collected.

BULLS.

The charge for Bulls is 7d. each per mile; if more than one in a Truck, 4 $\frac{1}{2}$ d. each per mile. Minimum, 12s. 6d.

VALUABLE RAMS AND EWES.

If less than half a truck load, will be charged 2d. each per mile; for half a Truck and upwards, Sheep rates. Minimum, 5s.

HORSES.

See full Truck rates. No less charge than for a full Truck load will be made for any number.

1 January, 1880.

No alteration except the following :—

GREAT NORTHERN LINE.

CATTLE.

Will be conveyed between the undermentioned Stations, at the following rates per truck :—

From	Newcastle.	East Maitland.	West Maitland.	Wollombi Road.	Lochinvar.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Gunnedah	6 1 4	5 12 4	5 11 4	5 10 4	5 8 4
Breeza	5 8 4	4 19 4	4 18 4	4 17 4	4 15 4
Tamworth	5 14 4	5 5 4	5 4 4	5 3 4	5 1 4
Werris Creek	5 0 10	4 11 10	4 10 10	4 9 10	4 7 10
Quirindi	4 15 4	4 6 4	4 5 4	4 4 4	4 2 4
Willow-tree	4 10 4	4 1 4	4 0 4	3 19 4	3 17 4
Scone	3 10 8	2 13 8	2 17 4	2 16 0	2 13 4
Musclebrook	3 0 0	2 8 0	2 6 8	2 5 4	2 2 8

SHEEP.

Will be conveyed between the undermentioned stations at the following rates per Truck :—

Stations from.	Newcastle.	East Maitland.	West Maitland.	Wollombi Road.	Lochinvar.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Gunnedah	4 17 5	4 11 5	4 10 9	4 10 1	4 8 9
Breeza	4 8 9	4 2 9	4 2 1	4 1 5	3 19 5
Tamworth	4 12 9	4 6 9	4 6 1	4 5 5	4 4 1
Werris Creek	4 3 9	3 17 3	3 16 6	3 15 9	3 14 3
Quirindi	3 19 10	3 13 1	3 12 4	3 11 7	3 10 1
Willow-tree	3 16 1	3 9 4	3 8 7	3 7 10	3 6 4
Scone	3 1 4	2 12 4	2 11 4	2 10 4	2 8 4
Musclebrook	2 13 4	2 4 4	2 3 4	2 2 4	2 0 4

No. 46—continued.

23rd April, 1877.—Rates for Carriage of Wool.

GREAT SOUTHERN RAILWAY.

	To Sydney.			To Sydney.	
	Per bale not over 4 cwt. s. d.			Per bale not over 4 cwt. s. d.	
From Cootamundra	8	3	From Marulan	6	6
Murrumburrah	8	0	Moss Vale.....	5	6
Binalong	7	9	Mittagong	5	0
Bowling	7	6	Picton	4	0
Yass	7	6	Menangle	3	0
Gunning	7	4	Campbelltown	2	6
Goulburn	7	0			

GREAT WESTERN RAILWAY.

	To Sydney.			To Sydney.	
	Per bale not over 4 cwt. s. d.			Per bale not over 4 cwt. s. d.	
From Orange	7	9	From Tarana	7	0
Blayney	7	6	Wallcrawang	6	6
Bathurst	7	3	Bowenfels	6	3
Raglan	7	3	Penrith	2	6
Macquarie Plains.....	7	0	Richmond	2	6

GREAT NORTHERN RAILWAY.

	To Newcastle.		To Morpeth.			To Newcastle.		To Morpeth.	
	Per bale not over 4 cwt. s. d.		Per bale not over 4 cwt. s. d.			Per bale not over 4 cwt. s. d.		Per bale not over 4 cwt. s. d.	
From Quirindi	7	3	6	9	From Muswellbrook	5	0	4	9
Murrurundi.....	7	0	6	6	Camberwell.....	4	6	4	0
Blandford	6	9	6	3	Singleton.....	4	0	3	6
Scone	6	3	5	9	Branxton.....	3	6	2	6
Aberdeen.....	6	0	5	9	Maitland	2	6	1	6

Bales over 4 cwt. to be charged 15 per cent. per cwt. in excess of above charges.

DUMPED WOOL.

An allowance of 15 per cent. will be made on above rates for wool properly dumped and hooped with iron.

The rates to and from washing establishments will be—for distances not exceeding 15 miles, 1s. per bale; exceeding 15 but not exceeding 22 miles, 1s. 3d. per bale.

13th September, 1878—Rates for Carriage of Wool.

GREAT SOUTHERN RAILWAY.

	To Sydney.			To Sydney.	
	Per bale not over 4 cwt. s. d.			Per bale not over 4 cwt. s. d.	
From Wagga Wagga.....	9	0	From Gunning	7	4
Junco	8	9	Goulburn	7	0
Bethungra	8	6	Marulan	6	6
Cootamundra	8	3	Moss Vale	5	6
Murrumburrah	8	0	Mittagong.....	5	0
Binalong	7	9	Picton	4	0
Bowling	7	6	Menangle	3	0
Yass	7	6	Campbelltown	2	6

No. 46—*continued.*Rates for Carriage of Wool—*continued.*

GREAT WESTERN RAILWAY.

	To Sydney.			To Sydney.	
	Per bale not over 4 cwt. s. d.			Per bale not over 4 cwt. s. d.	
From Orange	7	9	From Tarana	7	0
Blayney	7	6	Wallerawang	6	6
Bathurst	7	3	Bowenfels	6	3
Raglan	7	3	Penrith	2	6
Macquarie Plains	7	0	Richmond	2	6

13th September, 1878.

GREAT NORTHERN RAILWAY.

	To Newcastle.		To Morpeth.			To Newcastle.		To Morpeth.	
	Per bale not over 4 cwt. s. d.		Per bale not over 4 cwt. s. d.			Per bale not over 4 cwt. s. d.		Per bale not over 4 cwt. s. d.	
From Quirindi	7	3	6	9	From Muswellbrook	5	0	4	6
Murrurundi	7	0	6	6	Camberwell	4	6	4	0
Blandford	6	9	6	3	Singleton	4	0	3	6
Scone	6	3	5	9	Branxton	3	6	2	6
Aberdeen	6	0	5	6	Maitland	2	6	1	6

Bales over 4 cwt. to be charged 15 per cent. on above charges for every cwt. or portion of cwt. in excess of 4 cwt.

DUMPED WOOL.

An allowance of 15 per cent. will be made on above rates for all wool properly dumped and hooped with iron, and for all bales not exceeding 250 lbs. in weight.

The rates to and from washing establishments will be, for distances not exceeding 15 miles, 1s. per bale—exceeding 15 but not exceeding 22 miles, 1s. 3d. per bale.

15th October, 1878.

No alteration except the following:—

GREAT NORTHERN AND NORTH-WESTERN RAILWAYS.

	To Newcastle.		To Morpeth.			To Newcastle.		To Morpeth.	
	Per bale not over 4 cwt. s. d.		Per bale not over 4 cwt. s. d.			Per bale not over 4 cwt. s. d.		Per bale not over 4 cwt. s. d.	
From Gunnedah } North- Breeza ... } western Line	7	9	7	3	From Scone	6	3	5	9
Tamworth	7	9	7	3	Aberdeen	6	0	5	6
Werris Creek	7	6	7	0	Muswellbrook	5	0	4	6
Quirindi	7	3	6	9	Camberwell	4	6	4	0
Murrurundi	7	0	6	6	Singleton	4	0	3	6
Blandford	6	9	6	3	Branxton	3	6	2	6
					Maitland	2	6	1	6

1st January, 1880.

No alteration, except the addition of the following:—

Wool in bags and pockets charged actual weight at first-class rates.

DUMPED WOOL.

An allowance of 15 per cent. will be made on above rates for all wool properly dumped and hooped with iron, and for all bales not exceeding 250 lbs. in weight.

The rates to washing establishments will be—for distances not exceeding 15 miles, 10d. per bale; exceeding 15 but not exceeding 22 miles, 1s. 1d. per bale. From washing establishments the rates for similar distances will be 1s. and 1s. 3d. per bale respectively.

No. 46—continued.

Rates for Carriage of Wool—continued.

17th July, 1880.

GREAT SOUTHERN RAILWAY.

	To Sydney.			To Sydney.	
	Per bale not over 4 cwt. s. d.			Per bale not over 4 cwt. s. d.	
From Narrandera	10	6	From Bowning	7	6
Gerogery	10	0	Yass	7	6
Yerong Creek	9	6	Gunning	7	4
Sandy Creek and Hanging Rock	9	3	Goulburn	7	0
Wagga Wagga	9	0	Marulan	6	6
Juncce	8	9	Moss Vale	5	6
Bethungra	8	6	Mittagong	5	0
Cootamundra	8	3	Picton	4	0
Murrumburrah	8	0	Menangle	3	0
Binalong	7	9	Campbelltown	2	6

GREAT WESTERN RAILWAY.

	To Sydney.			To Sydney.	
	Per bale not over 4 cwt. s. d.			Per bale not over 4 cwt. s. d.	
From Wellington	9	6	From Tarana	7	0
Orange	7	9	Wallerawang	6	6
Blayney	7	6	Bowenfels	6	3
Bathurst	7	3	Penrith	2	6
Raglan	7	3	Richmond	2	6
Brewongle	7	0			

Rates for Carriage of Coal.

SOUTH AND WEST LINES.	NORTHERN LINE.
<p>7 December, 1877. <i>Commissioner's Trucks.</i> Under 50 miles, 1½d. per ton per mile. Minimum, 2/6 Over 50 " 1d. " " " 5/3</p> <p><i>Owner's Trucks.</i> Under 50 miles, 1d. per ton per mile. Minimum charge, 2/- Over 50 " ¾d. " " with a terminal charge of 3d. per ton. Minimum charge, 4/3. Lots under 5 tons to be charged as 5 tons, or First-class rates.</p>	<p>7 December, 1877. <i>Commissioner's Trucks.</i> Same as South and West.</p> <p><i>Owner's Trucks.</i> Under 7 miles..... -/10 Over 7 to 10 miles 1/- 10 " 15 " 1/3 15 " 25 " 1/10 25 " 35 " 2/4 35 " 50 " { 1d. per ton per mile.</p> <p>For distances of 50 miles, ¾d. per ton per mile, with a terminal charge of 3d. a ton. Minimum charge, 4/3. After the first three days a charge of 3d. per wagon per day will be made for standing accommodation on the Coal Sidings at Newcastle.</p>
<p>13 September, 1878. No alteration.</p>	<p>13 September, 1878. No alteration.</p>
<p>1 January, 1880. No alteration.</p>	<p>1 January, 1880. No alteration.</p>

Rates for Carriage of Hay and Straw (unpressed).

7 DECEMBER, 1877.

£	s.	d.	per truck.	£	s.	d.	per truck.
Not exceeding 54 miles.....	1	5	0	Not exceeding 35 miles.....	0	18	0
" 46 "	1	2	0	" 26 "	0	14	0
" 41 "	1	0	0	" 16 "	0	10	0

13 SEPTEMBER, 1878.

No alteration.

No. 46—continued.

CHAFF (LOOSE).

1877—September 17.....	Special C	15 miles. 4/-	Over 15 miles. 2½d.
1878—September 13.....	.....	4/-	2½d.

HAY, STRAW, AND CHAFF (PRESSED).

1877—September 17.....	Special A	15 miles. 2/-	Over 15 miles. 1½d.
1878—September 13.....	.....	{ 2/-	1½d.
		{ Min. 10/-	per truck.

Hay and Straw per Truck.

1 JANUARY, 1880.

Not exceeding—	Hay.	Straw.	Not exceeding—	Hay.	Straw.	Not exceeding—	Hay.	Straw.
£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
16 miles	0 10 0	0 10 0	150 miles	2 16 11	2 5 6	235 miles	4 0 8	3 4 6
26 "	0 14 0	0 14 0	155 "	2 18 6	2 6 9	240 "	4 1 11	3 5 6
35 "	0 18 0	0 18 0	160 "	3 0 0	2 8 0	245 "	4 3 2	3 6 6
41 "	1 0 0	1 0 0	165 "	3 1 7	2 9 3	250 "	4 4 1	3 7 3
46 "	1 2 0	1 2 0	170 "	3 3 2	2 10 6	255 "	4 5 4	3 8 3
54 "	1 5 0	1 5 0	175 "	3 4 9	2 11 9	260 "	4 6 7	3 9 3
60 "	1 6 6	1 6 6	180 "	3 6 3	2 13 0	265 "	4 7 10	3 10 3
70 "	1 9 1	1 8 6	185 "	3 7 10	2 14 3	270 "	4 8 9	3 11 0
80 "	1 13 2	1 9 9	190 "	3 9 5	2 15 6	275 "	4 10 0	3 12 0
90 "	1 16 11	1 11 3	195 "	3 11 0	2 16 9	280 "	4 11 3	3 13 0
100 "	2 1 0	1 12 9	200 "	3 12 6	2 18 0	285 "	4 12 6	3 14 0
110 "	2 2 10	1 14 3	205 "	3 13 9	2 19 0	290 "	4 13 6	3 14 9
120 "	2 6 3	1 17 0	210 "	3 14 9	2 19 9	295 "	4 14 9	3 15 9
130 "	2 9 9	1 19 9	215 "	3 16 0	3 0 9	300 "	4 16 0	3 16 9
135 "	2 11 7	2 1 3	220 "	3 17 3	3 1 9	305 "	4 17 3	3 17 9
140 "	2 13 6	2 2 9	225 "	3 18 6	3 2 9	310 "	4 18 2	3 18 6
145 "	2 15 0	2 4 0	230 "	3 19 5	3 3 6			

Smaller quantities charged actual weight at First-class rates.

1 November, 1877—Parcels Rates.

Miles.	7 lbs and under.	Over 7 lbs. to 14 lbs.	Over 14 lbs. to 28 lbs.	Over 28 lbs. to 56 lbs.	Over 56 lbs. to 84 lbs.	Over 84 lbs. to 112 lbs.	Every 28 lbs. or part thereof.
Distance not over—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15	0 4	0 6	0 8	0 10	1 0	1 2	0 3
30	0 6	0 9	1 0	1 3	1 6	1 9	0 4
45	0 8	1 0	1 4	1 8	2 0	2 4	0 5
60	0 10	1 3	1 8	2 1	2 6	2 11	0 6
75	1 0	1 6	2 0	2 6	3 0	3 6	0 7
90	1 2	1 9	2 4	2 11	3 6	4 1	0 8
105	1 4	2 0	2 8	3 4	4 0	4 8	0 9
120	1 6	2 3	3 0	3 9	4 6	5 3	0 10
135	1 8	2 6	3 4	4 2	5 0	5 10	0 11
150	1 10	2 9	3 8	4 7	5 6	6 5	1 0
165	2 0	3 0	4 0	5 0	6 0	7 0	1 1
180	2 2	3 3	4 4	5 5	6 6	7 7	1 2
195	2 4	3 6	4 8	5 10	7 0	8 2	1 3
210	2 6	3 9	5 0	6 3	7 6	8 9	1 4
225	2 8	4 0	5 4	6 8	8 0	9 4	1 5
240	2 10	4 3	5 8	7 1	8 6	9 11	1 6
And respectively for every addition- al, or part of additional, 15 miles.	0 2	0 3	0 4	0 5	0 6	0 7	0 1

NOTE.—Dairy produce over 1 cwt. will be conveyed only when practicable, by Passenger Trains, at Goods Rates.

All parcels to be at station 15 minutes before the advertised time of departure of the train by which they are to be forwarded.

Parcels over £10 value and under £50, double rate; over £50 value quadruple rate. Although these rates are charged and the value of such parcels declared accordingly, the Department does not hold itself responsible for contents.

Musical instruments, sewing-machines, and perambulators, double parcels rate.

Corpses, 1s. per mile; minimum charge, 5s.

Newspaper parcels, one-quarter parcels rates; minimum charge, 3d.

Passengers' excess luggage, parcels rates.

No. 46—continued.

6 July, 1878—Parcels Rates.

Miles.	3 lbs. and under.	Over 3 lbs. to 7 lbs.	Over 7 lbs. to 14 lbs.	Over 14 lbs. to 28 lbs.	Over 28 lbs. to 56 lbs.	Over 56 lbs. to 84 lbs.	Over 84 lbs. to 112 lbs.	Every 28 lbs. or part thereof.
Distance not over—	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
15.....	0 3	0 4	0 6	0 8	0 10	1 0	1 2	0 3
30.....	0 3	0 5	0 7	0 9	0 11	1 2	1 4	0 3
45.....	0 3	0 6	0 9	1 0	1 3	1 6	1 9	0 4
60.....	0 4	0 8	0 11	1 3	1 7	1 11	2 2	0 6
75.....	0 5	0 9	1 2	1 6	1 11	2 3	2 8	0 7
90.....	0 6	0 11	1 4	1 9	2 2	2 8	3 5	0 8
105.....	0 6	1 0	1 6	2 0	2 6	3 0	4 0	0 10
120.....	0 7	1 2	1 8	2 3	2 10	3 5	4 6	1 0
135.....	0 8	1 3	1 11	2 6	3 2	3 9	5 0	1 3
150.....	0 9	1 5	2 1	2 9	3 5	4 2	5 6	1 5
165.....	0 9	1 6	2 3	3 0	3 9	4 6	6 0	1 6
180.....	0 10	1 8	2 5	3 3	4 1	4 11	6 5	1 7
195.....	0 11	1 9	2 8	3 6	4 5	5 3	6 10	1 8
210.....	1 0	1 11	2 10	3 9	4 8	5 8	7 3	1 9
225.....	1 0	2 0	3 0	4 0	5 0	6 6	7 6	1 10
240.....	1 1	2 2	3 2	4 3	5 4	6 5	8 0	2 0
And respectively for every additional, or part of ad- ditional, 15 miles.....	0 1	0 2	0 2	0 3	0 4	0 5	0 5	0 1

Note.—Dairy produce over 1 cwt. will be conveyed only when practicable, by Passenger Trains, at Goods Rates.

All parcels to be at station 15 minutes before the advertised time of departure of the train by which they are to be forwarded.

Parcels over £10 value and under £50, double rate; over £50 value, quadruple rate. Although these rates are charged and the value of such parcels declared accordingly, the Department does not hold itself responsible for contents.

Musical instruments, sewing-machines, and perambulators, double parcels rate.

Corpses, 1s. per mile; minimum charge, 5s.

Newspaper parcels, one-quarter parcels rates; minimum charge, 3d.

Passengers' excess luggage, parcels rates.

20 December, 1878—Parcels Rates.

No alteration except the addition of the following:—

Fresh meat, fish, poultry (dead), dairy produce, eggs, fruit, vegetables, ice and game, under 1 cwt., 25 per cent. reduction on parcels rates; minimum charge, 3d.

No. 47.

COMPARATIVE STATEMENT of the RATES charged for Goods in New South Wales, Victoria, Queensland, and South Australia, 31st December, 1880.

Articles of Traffic.	New South Wales.			Victoria.			Queensland.			South Australia.		
	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.
Acids (in cases and carboys)	4	38 3	109 6	4	s. d. 58 0	s. d. 175 0	Gunpow- der Rate { Cases Carboys	s. d. 75 0	s. d. 160 0	4	s. d. 39 6	s. d. 114 6
Aerated Waters	2	21 7	61 2	Miscellaneous	13 6	38 6	2	30 3	104 0	1	14 6	39 6
Agricultural Machines	3	29 5	84 10	4	29 0	87 6	2	30 3	104 0	{ 1½d. to 1s. 4d. per mile according to kind of machine.		
Ale and Porter (in bulk)	3	29 5	84 10	Miscellaneous } In cases 3	13 6	38 6 } 25 0	1	20 6	69 0	1	14 6	39 6
Ammunition	4	38 3	109 6	4	29 0	87 6	Gunpowder Rate	75 0	160 0	4	39 6	114 6
Bark (in sheets, bundles, or bags)	A	5 8	15 10	{ in truck loads, Special in less than truck loads, Miscellaneous.	7 6	20 0 } 13 6	Special 2	13 0	38 0	1	14 6	39 6
Battens	A	5 8	15 10	Soft wood 1	16 6	50 0	Timber Rates	8 4	25 0	1	14 6	39 6
Beet-root	A	5 8	15 10	Agricultural	7 3	17 8	Agricultural 2	9 0	24 8	Special	10 5	31 3
Bicycles	4	38 3	109 6	4	29 0	87 6	2	30 3	104 0	4	39 6	114 6
Boards (not exceeding 2 inches)	D	12 4	32 7	Timber rate sawn	5 6	15 6	Timber rates	12 6	37 6	50 ft. to ton 1	14 6	39 6
Boats	2	21 7	61 2	2	21 0	62 6	2	30 3	104 0	1 60 cub. ft.	14 6	39 6
Boilers	2	21 7	61 2	4	29 0	87 6	1	20 6	69 0	{ not ex. 2 tons 1 ex. 2 tons 2	14 6	39 6
Bones (in bags)	A	5 8	15 10	Special	7 6	20 0	Excep.	6 7	19 0	Special	10 5	31 3
Do. (loose)	B	7 5	19 7	Special	7 6	20 0	Excep.	6 7	19 0	1	14 6	39 6
Bottles (empty, in cases and crates)	C	10 7	28 10	Miscellaneous	13 6	38 6	1	20 6	69 0	Special	10 5	31 3
Bran	A	5 8	15 10	Agricultural	7 3	17 8	1	20 6	69 0	Special	10 5	31 3
Bricks	A*	5 8	15 10	Special	7 6	20 0	Excep.	6 7	19 0	Special	10 5	31 3
Cabbages	A	5 8	15 10	Agricultural	7 3	17 8	Agricultural 2	9 0	24 8	Special	10 5	31 3
Candied Fruits	D	{ 12 4 up journey. }	32 7	3	25 0	75 0	2	30 3	104 0	2	20 9	58 3
Carpentry	3	29 5	84 10	4	29 0	87 6	2	30 3	104 0	3	27 0	77 0
Carrots	A	5 8	15 10	Agricultural	7 3	17 8	Agricultural 2	9 0	24 8	Special	10 5	31 3
Cases (new, empty)	C	10 7	28 10	2	21 0	62 6	2	30 3	104 0	3	27 0	77 0
Casks do	C	10 7	28 10	2	21 0	62 6	2	30 3	104 0	3	27 0	77 0
Cement	I	17 8	49 4	1	16 6	50 0	Special 2	13 0	38 0	1	14 6	39 6
Chaff (pressed)	A	5 8	15 10	Special	7 6	20 0	Agricultural 2	9 0	24 8	1	14 6	39 6

Charcoal (in bags)	D	12 4	32 7	Special	7 6	20 0	1	20 6	69 0	2	20 9	58 3		
Chicory Root	B	7 5	19 7	Agric.	7 3	17 8	2	30 3	104 0	.....	.....	.....
Clay	A*	5 8	15 10	Special	7 6	20 0	Excep.	6 7	19 0	Excep.	6 3	18 9		
Coal	} Commisnr's Trucks Owner's Trucks	5 3	12 6	} Special	7 6	20 0	} Government Trucks	4 2	10 5	} Special	10 5	31 3		
		4 2	9 8					3 2	7 4					
Coke (in bags)	D	12 4	32 7	1	16 6	50 0	Excep.	6 7	19 0	2	20 9	58 3		
Do.	B	7 5	19 7		Not named		Excep.	6 7	19 0	2	20 9	58 3		
Colonial Wine	D	12 4	32 7	} Bulk Misc. up Cases 2 up	13 6	38 6	} 2	30 3	104 0	} In bottles 3 In bulk 2	27 0	77 0		
					21 0	62 6					20 9	58 3		
Copper ore.....	A	5 8	15 10	Special	7 6	20 0	.....	.....	26 8	Special	10 5	31 3
Do (Smelted)	C	10 7	28 10	2	21 0	62 6	39 2	140 miles	1	14 6	39 6	
Drain Pipes	B	7 5	19 7	Special	7 6	20 0	Special 2	13 0	38 0	Special	10 5	31 3		
Dynamite (in casks, packed in secure bags)	Excep.	50 0	150 0	4	29 0	87 6	Gunpowder rate	75 0	160 0	4	39 6	114 6		
Feathers	3	29 5	84 10	4	58 0	175 0	3	40 10	150 0	4	79 0	229 0		
Felloes—undressed	A	5 8	15 10	Firewood	4 2	12 6	Timber rates	12 6	37 6	1	14 6	39 6		
Fireclay Blocks.....	A	5 8	15 10	1	16 6	50 0	Excep.	8 4	25 0	Special	10 5	31 3		
Firewood	Miscellaneous	4 10	13 2	Firewood	4 2	12 6	Timber rates	4 2	12 6	} Special (Between 1 April and 31 Oct., per truck)	10 5	31 3		
Fireworks	4	38 3	109 6	4	29 0	87 6	Gunpowder rate	150 0	320 0		4	39 6	114 6	
Fish—fresh or shell (quantities not less than 2 cwt.)	Miscellaneous	12 6	37 6	} 2 3 2	21 0	62 6	} 2	13 0	38 0	} 2	20 9	58 3		
					25 0	75 0							20 6	69 0
					21 0	62 6							20 6	69 0
Flour	A	5 8	15 10	Agricultural	7 3	17 8	} From Colonial wheat. } Excep.	8 9	25 0	Special	10 5	31 3		
Flower-pots	C	10 7	28 10	3	25 0	75 0		2	30 3	104 0	3	27 0	77 0	
Fruit	A	5 8	15 10	Miscellaneous	13 6	38 6	Agricultural 1	12 3	39 6	Special	10 5	31 3		
Furniture	4	38 3	109 6	4	29 0	87 6	3	40 10	150 0	4	39 6	114 6		
Do. (in cases)	3	29 5	84 10	3	25 0	75 0	3	40 10	150 0	3	27 0	77 0		
Garden Produce	A	5 8	15 10	Agricultural	7 3	17 8	Agricultural 2	9 0	24 8	Special	10 5	31 3		
Glue pieces	C	10 7	28 10	2	21 0	62 6	2	30 3	104 0	2	20 9	58 3		
Grain	A	5 8	15 10	Agricultural	7 3	17 8	Agricultural 2	9 0	24 8	Special	10 5	31 3		
Green Fodder	A	5 8	15 10	Agricultural	7 3	17 8	Agricultural 2	9 0	24 8	Special	10 5	31 3		
Guano and Artificial Manures	B	7 5	19 7	} Gunno, Special, Artificial Manures (Col.) Agricultural.	7 6	20 0	} Excep.	6 7	19 0	Special	10 5	31 3		
					7 3	17 8								
Gunpowder (in casks)	Excep.	50 0	150 0	4	29 0	87 6	Gunpowder rate	75 0	160 0	4	39 6	114 6		
Hardware	3	29 5	84 10	3	25 0	75 0	2	30 3	104 0	3	27 0	77 0		
Hats	4	38 3	109 6	4	58 0	175 0	3	40 10	150 0	4	79 0	229 0		

Articles of Traffic.	New South Wales.			Victoria.			Queensland.			† South Australia.							
	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.					
Hay. (pressed and branded with weight)	A	s. d. 5 8	s. d. 15 2	Special	s. d. 7 6	s. d. 20 0	Agricultural 2	s. d. 9 0	s. d. 24 8	Special	s. d. 10 5	s. d. 31 3					
Hides—(Green and Wet Salted)	B	7 5	19 7	} Miscellaneous	13 6	38 6	{ Loose 1 Tied Special 1	20 6	69 0	Bales Special	10 5	31 3					
Do. Dry.....	D	12 4	32 7					14 8	46 0	Loose 1	14 6	39 6					
Hoofs (in bags).....	A	5 8	15 10	} Miscellaneous	13 6	38 6	Excep.	6 7	19 0	{ Special 1	10 5	31 3					
Do. (loose)	B	7 5	19 7					6 7	19 0		14 6	39 6					
Horns (in bags)	A	5 8	15 10	} Miscellaneous	13 6	38 6	Excep.	6 7	19 0	{ Special 1	10 5	31 3					
Do. (loose)	B	7 5	19 7					6 7	19 0		14 6	39 6					
Iron—Bar, Rod, Angle, and T	}	2	21 7	61 2	} Miscellaneous Sheet 2 Plate Miscell.	13 6	38 6	1	20 6	69 0	1	14 6	39 6				
Do. Boiler-plate or Sheet						21 0	62 6	1	20 6	69 0	1	14 6	39 6				
Do. Castings (if over 3 tons, owner's risk only) ..						1	16 6	50 0	1	20 6	69 0	{ in cases 1 Loose 2	14 6	39 6			
Do. Corrugated (in cases)						2	21 0	62 6	1	20 6	69 0		1	20 9	59 2		
Do. Girders (if requiring two trucks no less charge than for 3 tons will be made.)						3	25 0	75 0	1	20 6	69 0	1	14 6	39 6			
Do. Tanks (80 cubic feet per ton).....						4	29 0	87 6	3	40 10	150 0	{ 1 60 feet Fencing Special 2	14 6	39 6			
Do. Wire (in bundles)						1	16 6	50 0	1	20 6	69 0		10 5	31 3			
Do. Wheels and Axles (Railway)						2	21 0	62 6	2	30 3	104 0	20 9	58 3				
Do. Pig, Pipes, and Rough Castings (up)						A	5 8	15 10	} Special	7 6	20 0	Special 2	13 0	38 0	1	14 6	39 6
Do. Pig						D	12 4	32 7					13 0	38 0		Special 2	13 0	38 0	Special	10 5	31 3
Do. Scrap	D	12 4	32 7	} Special	7 6	20 0	Special 2	13 0	38 0	Special	10 5	31 3					
Do. do. (up journey)	A	5 8	15 10					2	30 3		104 0	{ Cases 1 Loose 3	14 6	39 6			
Ironmongery	3	29 5	84 10	3	25 0	75 0	2	30 3	104 0	{ Cases 1 Loose 3	14 6	39 6					
Ironstone	Miscellaneous	4 10	13 2	Special	7 6	20 0	Excep.	6 8	19 2		27 0	77 0					
Jams	D	12 4	32 7	3	25 0	75 0	2	30 3	104 0	3	27 0	77 0					
Joinery	3	29 5	84 10	4	29 0	87 6	2	30 3	104 0	3	27 0	77 0					
Kerosene Oil	1	{ 17 8 (Up Journey.)	49 4	} 3	25 0	75 0	2	30 3	104 0	2	20 9	58 3					
Lamps—(Street, Door, or Hall).....	3	29 5	84 10								4	58 0	175 0	3	40 10	150 0	4	39 6	114 6
Laths	B	7 5	19 7	2	21 0	62 6	Timber	12 6	37 6	1	14 6	39 6					
Lead (Pig)	}	2	21 7	61 2	{ 2 3	21 0 25 0	62 6 75 0	Special 2 1	13 6 38 0	1	14 6 39 6						
Do. (Sheet)									20 6		69 0	2	20 9	58 3			
Leather (in bales or secured bundles)	1	17 8	49 4	} Miscellaneous	13 6	38 6	2	30 3	104 0	1	14 6	39 6					
Do. (if loose or insecure bundles)	2	21 7	61 2								2	30 3	104 0	1	14 6	39 6	

Lime	B*	7 5	19 7	Special	7 6	20 0	Special 2	13 0	38 0	Special	10 5	31 3	
Limestone	Miscellaneous	4 10	13 2	Not	named.		Excep.	6 7	19 0	Special	10 5	31 3	
Lithofracteur	Except	50 0	150 0	4	29 0	87 6	Gunpowder	75 0	160 0	4	39 6	114 6	
Lucerne Seeds	1	17 8	49 4	2	21 0	62 6	Agric. 1	12 3	39 6	.....	.....	.....
Machinery (of all kinds)	3	29 5	84 10	2	21 0	62 6	2	30 3	104 0	{ Unspecified }	2	20 9	58 3
Malt	1	17 8	19 4	{ 1	16 6	50 0	1	20 6	69 0	1	14 6	39 6	
Do. Tanks, square and empty	3	29 5	84 10	{ Agric. Not	named.		Not	named.		.....	.....	.....
Mangold Wurzel	A	5 8	15 10	Agric.	7 3	17 8	Agric. 2	9 0	24 8	.....	.....	.....
Manure (loose)	Miscellaneous	4 10	13 2	Not	named.		.....	.....	.....	Special	10 5	31 3
Do. (in bags)	B	7 5	19 7	Agric.	7 3	17 8	Excep.	6 7	19 0	Special	10 5	31 3	
Marble (undressed)	B*	7 5	19 7	Special	7 6	20 0	Special 2	13 0	38 0	Special	10 5	31 3	
Meal	A	5 8	15 10	2	21 0	62 6	1	20 6	69 0	2	20 9	58 3	
Measurement Goods, 80 cub. feet to ton	1	17 8	19 4	Not	named.		Not	named.		Special	10 5	31 3	
Millinery	4	38 3	109 6	4	58 0	175 0	3	40 10	150 0	Not	named.		
Muriate of Lime	1	17 8	49 4	Not	named.		2	30 3	104 0	4	39 6	114 6	
Musical Instruments	4	38 3	109 6	4	29 0	87 6	3	40 10	150 0	.....	.....	.....
Naphtha	4	38 3	109 6	4	29 0	87 6	Gunpowder	150 0	320 0	4	39 6	114 6	
Offal	B*	7 5	19 7	Not	named.		Excep.	6 7	19 0	.....	.....	.....
Oil-cake	D	12 4	32 7	1	16 6	50 0	2	30 3	104 0	1	14 6	39 6	
Opium	4	38 3	109 6	4	58 0	175 0	3	81 8	300 0	4	39 6	114 6	
Ores	A*	5 8	15 10	Special	7 6	20 0	Special 2	.....	26 8	Special	10 5	31 3
Paintings and Engravings	4	38 3	109 6	{ loose 4	58 0	175 0	3	40 10	150 0	4	39 6	114 6	
Palings	A	6 2	15 10	{ in cases 4	29 0	87 6	Timber	8 4	25 0	1	14 6	39 6	
Paper	C	10 7	28 10	Firewood	4 2	12 6	2	30 3	104 0	2	20 9	58 3	
Do.	(Under 2 1 ton)	21 7	61 2	2	21 0	62 6	3	40 10	150 0	4	39 6	114 6	
Papier Mâché Goods	3	29 5	84 10	4	29 0	87 6	2	30 3	104 0	4	39 6	114 6	
Perambulators	4	38 3	109 6	{ 3	25 0	75 0 boxed	3	40 10	150 0	4	39 6	114 6	
Perfumery	3	29 5	84 10	{ 4	29 0	87 6 bundles	3	40 10	150 0	4	79 0	229 0	
Picture-frames	4	38 3	109 6	{ 4	58 0	175 0 loose	3	40 10	150 0	4	39 6	114 6	
Pier Glasses and Mirrors	4	38 3	109 6	4	29 0	87 6	3	40 10	150 0	1	14 6	39 6	
Pipes (Iron)	(Up) A	{ 5 8	15 10	1	16 6	50 0	1	20 6	69 0	1	14 6	39 6	
Pitch	1	{ 17 8	49 4	1	16 6	50 0	1	20 6	69 0	1	14 6	39 6	
Plants (in pots and cases)	3	29 5	84 10	3	25 0	75 0	Agric. 1	12 3	39 6	4	39 6	114 6	
Plate-glass	4	38 3	109 6	4	29 0	87 6	3	40 10	150 0	Window 3	27 0	77 0	
Plated Goods	3	29 5	84 10	4	29 0	87 6	3	40 10	150 0	4	39 6	114 6	
Pollard	A	5 8	15 10	Agric.	7 3	17 8	Agric. 2	9 0	24 8	Special	10 5	31 3	
Portable Engines	3	29 5	84 10	1	16 6	50 0	2	30 3	104 0	2	20 9	58 3	
Posts and Rails	A	6 2	15 10	Firewood	4 2	12 6	Timber	8 4	25 0	Special	10 5	31 3	
Potatoes	A	5 8	15 10	Agric.	7 3	17 8	Agric. 2	9 0	24 8	Special	10 5	31 3	

Articles of Traffic.	New South Wales.			Victoria.			Queensland.			South Australia.			
	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.	Class.	50 miles.	150 miles.	
Poultry (living) in crates	3	s. d. 29 5	s. d. 84 10	4	s. d. 29 0	s. d. 87 6	Agric. 1	s. d. 12 3	s. d. 39 6	4	s. d. 39 6	s. d. 114 6	
Preserved Meat.....	B	7 5	19 7	Miscellaneous	13 6	38 6	2	30 3	104 0	1	14 6	39 6	
Quicksilver	1	17 8	49 4	3	25 0	75 0	3	40 10	150 0	3	27 0	77 0	
Rags and Materials for making Paper (not chemical)	A	5 8	15 10	{ Rags—Miscel. Rope—Special	13 6 7 6	38 6 20 0	Excep.	6 7	19 0	1	14 6	39 6	
Railway Materials	1	17 8	49 4	Miscellaneous	13 6	38 6	Special 2	13 0	38 0	1	14 6	39 6	
Regulus	D	12 4	32 7		Not named.			Not named.		Special	10 5	31 3	
Resin	1	17 8	49 4	1	16 6	50 0	2	30 3	104 0	1	14 6	39 6	
Road Metal	Miscellaneous	4 10	13 2	Special	7 6	20 0	Excep.	6 7	19 0	Excep.	6 3	18 9	
Salt—Rock and Calcutta—Lick Blocks.....	D	12 4	32 7	} Miscellaneous	13 6	38 6	Special 2	13 0	38 0	Special	10 5	31 3	
Do. do. if consigned between 1st September and end of February, inclusive.....	B	7 5	19 7				1	16 6	50 0	Special 1	14 8	46 0	Special	10 5	31 3
Do. Dairy and Meat-curing	1	17 8	49 4	Special	7 6	20 0	Excep.	6 7	19 0	Excep.	6 3	18 9	
Sand	Miscellaneous	4 10	13 2	Special	7 6	20 0							
Sawdust	A	5 8	15 10	Miscellaneous	13 6	38 6		Not mentioned.					
Scientific Instruments	4	38 5	109 6	4	29 0	87 6	3	40 10	150 0	4	39 6	114 6	
Seed—Grass	1	17 8	49 4	2	21 0	62 6	Agric. 1	12 3	39 6	} Flower 4	20 9	58 3	
Sewing-machines	4	38 3	109 6	{ 4 3	29 0 25 0	87 6 loose 75 0 boxed	3	40 10	150 0		4	39 6	114 6
Shale—Kerosene	Excep.	4 2	12 6	Miscellaneous	13 6	38 6	Excep.	6 7	19 0		Not named.		
Sheepskins (in bales or secured bundles)	{ C	10 7	28 10	} Miscellaneous	13 6	38 6	Special 1	14 8	46 0	} Special	10 5	31 3	
Do. (if loose, or insecure bundles)	D	12 4	32 7				1	20 6	69 0		1	14 6	39 6
Shingles.....	B	7 5	19 7	Firewood	4 2	12 6	Timber	12 6	37 6	1	14 6	39 6	
Silk Goods.....	3	29 5	84 10	4	29 0	87 6	3	40 10	150 0	4	39 6	114 6	
Slate Slabs.....	4	38 3	109 6	4	29 0	87 6	3	40 10	150 0	3	27 0	77 0	
Slates	C	10 7	28 10	1	16 6	50 0	Special 2	13 0	38 0	Special	10 6	31 3	
Sleepers (Railway)	C	10 7	28 10	Firewood	4 2	12 6	Timber	8 4	25 0	1	14 6	39 6	
Soap (except scented and fancy)	2	21 7	61 2	1	16 6	50 0	1	20 6	69 0	} Fancy 4	14 6	39 6	
Soda (Crystals).....	D	12 4	32 7	1	16 6	50 0	1	20 6	69 0		1	39 6	114 6
Do. (Caustic)	D	12 4	32 7	1	16 6	50 0	1	20 6	69 0		1	14 6	39 6

Spokes and Shafts: (undressed)	A	6 2	15 10	Firewood	4 2	12 6	Timber	12 6	37 6	1	14 6	39 6						
Stone (cut for building or grindstones)	D	12 4	32 7	{ Building 2 Grindstones 1	21 0	62 6	Excep. 1	6 7	19 0	Special	10 5	31 3						
Do. (carved, and gravestones)	2	21 7	61 2	2	16 6	50 0	2	20 6	69 0	1	14 6	39 6						
Do. (undressed)	Miscellaneous	4 10	13 2	Special	21 0	62 6	2	30 3	104 0	3	27 0	77 0						
Stocks (undressed)	A	6 2	15 10	Firewood	7 6	20 0	Excep.	6 7	19 0	Special	10 5	31 3						
Straw	See page 103			Special	4 2	12 6	Timber	12 6	37 6	1	14 6	39 6						
Sugar	2	21 7	61 2	{ 2 3 4	7 6	20 0	Agricultural 2	9 0	24 8	Special	10 5	31 3						
Sulphuric Acid	1	17 8	49 4	2	21 0	62 6	{ 1 2 Special 1	20 6	69 0	{ 1 Loaf, loose 4	14 6	39 6						
Tallow	1	17 8	49 4	Miscellaneous	25 0	75 0							2	30 3	104 0	4	39 6	114 6
Tar	1	17 8	49 4	1	29 0	87 6							Loaf, loose	2	30 3	104 0	4	39 6	114 6
Terra-Cotta	A	5 8	15 10	Not named	13 6	38 6	Special 1	14 8	46 0	1	14 6	39 6						
Threshing Machines	3	29 5	84 10	4	16 6	50 0	1	20 6	69 0	1	14 6	39 6						
Tiles—Earthenware	B	7 5	19 7	Special	29 0	87 6	2	30 3	104 0	3	27 0	77 0						
Do. Tessellated and Ornamental	D	12 4	32 7	.....	7 6	20 0	Excep.	6 7	19 0	2	20 9	58 3					
Timber { Dressed, not exceeding 2 inches Hardwood in logs, 30 c. ft. to ton Other than Hardwood, 40 do. Undressed	D	12 4	32 7	1	.....	.....	.....	.....	.....	.....	.....	.....
	A	6 2	15 10	Timber	16 6	50 0	.....	.....	.....	1	14 6	39 6			
	A	6 2	15 10	Timber	{ 30 cub. ft. to ton 5 6	15 6	Timber	12 6	37 6	{ 1 Ironbark, 625 c.f. to tn. Pine, 45 do.	1	14 6	39 6					
A	6 2	15 10	Timber	5 6	15 6	Timber	12 6	37 6	1					14 6	39 6			
Tin (smelted)	D	12 4	32 7	2	.....	.....	.....	.....	.....	1	14 6	39 6	
Tin Plates	2	21 7	61 2	2	21 0	62 6	Special 1	14 8	46 0	1	14 6	39 6						
Tin Ore	C	10 7	28 10	Not named	.....	.....	.....	.....	.....	Special	10 5	31 3	
Tobacco—Colonial leaf	B	7 5	19 7	Miscellaneous	.....	.....	Agricultural 1	12 3	39 6	1	14 6	39 6				
Toys, in cases	3	29 5	84 10	4	13 6	38 6	3	40 10	150 0	3	27 0	77 0						
Tricycles	4	38 3	109 6	4	29 0	87 6	2	30 3	104 0	4	39 6	114 6						
Turnips	A	5 8	15 10	Miscellaneous	29 0	87 6	Agricultural 2	9 0	24 8	Special	10 5	31 3						
Velocipedes	4	38 3	109 6	4	13 6	38 6	2	30 3	104 0	4	39 6	114 6						
Whiting	D	12 4	32 7	1	29 0	87 6	Special 1	14 8	46 0	1	14 6	39 6						
Wire Netting	3	29 5	84 10	4	16 6	50 0	2	30 3	104 0	4	39 6	114 6						
Woolpacks	1	17 8	49 4	1	29 0	87 6	1	20 6	69 0	1	14 6	31 1						
Zinc	2	21 7	61 2	2	16 6	50 0	2	30 3	104 0	2	20 9	58 3						
	‡3	29 5	84 10	.....	21 0	62 6	.....	.....	.....	.....	.....	.....

‡ For all articles not enumerated above.

Marked thus * will be carried only in quantities of 4 tons and over; smaller quantities will be charged as 4 tons, or subject to 1st class rates.

A terminal charge of 1s. per ton is included in Special and Miscellaneous Rates.

† 2s. per ton, included for loading and unloading.

No. 47—continued.

NEW SOUTH WALES.				VICTORIA.		QUEENSLAND.		SOUTH AUSTRALIA.																																																					
Wool.				Wool.		Wool.		Wool.																																																					
Per Bale not over 4 cwt.				50 miles. 150 miles. Per bale, not over 4 cwt. Per bale, not over 4 cwt.		*Per ton.		Per bale not over 4 cwt.																																																					
<p><i>Southern Line</i> :— From Campbelltown to Sydney, 34 miles 2 6 " Gerogery " 368 " 10 0</p> <p><i>Western Line</i> :— From Penrith and Richmond to Sydney, 38 miles 2 6 " Wellington to Sydney, 248 miles 9 6</p> <p><i>Northern Line</i> :— From Maitland to Morpeth, 6 miles, 1/6;—to Newcastle, 20 miles 2 6 " Gunnedah " 182 " 7/6;—to " 196 " 8 0</p> <p>Bales over 4 cwt., 15% per cwt. in excess of above charges. An allowance of 15% on above rates for wool dumped and hooped with iron, and for bales not over 250 lbs. To washing establishments—15 miles, 10d; over 15 miles to 22 miles, 1/1 per bale. From " 15 " 1/; " 15 " 22 " 1/3 "</p>				<p>Portland to Melbourne, 272 miles, 8/11 " to Williamstown, 279 " 9/8</p> <p>Bales of wool over 4 cwt. each will be charged 25% additional upon the rate for 4 cwt. for every cwt. or part of a cwt. in excess.</p> <p>Clip of Stations in N. S. Wales :— Echuca to Melbourne, 156 miles 5/- & 5/9 Williamstown, 165 " 5/9 & 6/6 Wodonga to Melbourne, 187 " 5/0 " Williamstown, 196 " 5/9</p>		<p>From Roma to Brisbane, 317 miles 185/- From Miles to Brisbane, 230 miles 136/8 From Ipswich to Brisbane, 24 miles 9/7</p> <p>*5 bales.</p>		<p>From 25 to 55 miles 3/6 150 miles 8/- Bales over 4 cwt. 25 per cent. in excess of above charges. An allowance of -/6 per bale will be made on dumped wool or otherwise reduced to 18 cubic feet to the bale, carried more than 50 miles by railway, and -/9 per bale if carried over 100 miles. Morgan to Adelaide, 105 miles, 5/- per bale. Sep. rate.</p>																																																					
Rates for Live Stock.				Live Stock.		Live Stock.		Live Stock.																																																					
<i>Herd, Flocks, &c., when in consignments of not less than one full Truck load.</i>				CATTLE.		CATTLE.		CATTLE.																																																					
Will be conveyed from the undermentioned Stations to Homebush, at the following rates per Truck :—				Pigs or Cattle (in Goods Truck) :—		Full Waggon, containing more than 3, 1/- per Waggon per mile.		-/8 per mile.																																																					
CATTLE.				Per Truck.		Half-waggon, containing not more than 3 head, -/8 per Waggon per mile.		For the hire of a Horse-box, 1/- per mile.																																																					
Truck :—				100 miles £3 17 0		Min. charge for less number, -/3 per head per mile.		For the hire of a Truck for Cattle, Goats, or Pigs, -/9 per mile.																																																					
Stations. Rate. Stations. Rate.				150 " 5 14 6		200 " 7 3 8		300 " 10 2 0																																																					
<table border="1"> <thead> <tr> <th>Stations.</th> <th>Rate.</th> <th>Stations.</th> <th>Rate.</th> </tr> </thead> <tbody> <tr> <td>Gerogery..... 360 miles</td> <td>£ 8 16 8</td> <td>Marulan 106 miles</td> <td>£ 3 10 4</td> </tr> <tr> <td>Hanging Rock</td> <td>8 3 0</td> <td>Moss Vale</td> <td>2 13 8</td> </tr> <tr> <td>Wagga Wagga</td> <td>7 15 4</td> <td>Bowral</td> <td>2 14 8</td> </tr> <tr> <td>Junee</td> <td>7 9 8</td> <td>Mittagoong</td> <td>2 12 8</td> </tr> <tr> <td>Cootamundra</td> <td>6 18 4</td> <td>Pictou</td> <td>1 16 8</td> </tr> <tr> <td>Murrumburrah</td> <td>6 10 0</td> <td>Wellington</td> <td>240 " 7 3 4</td> </tr> <tr> <td>Binalong</td> <td>6 3 4</td> <td>Orange</td> <td>5 15 4</td> </tr> <tr> <td>Bowning</td> <td>6 16 4</td> <td>Blayney</td> <td>5 5 4</td> </tr> <tr> <td>Yass</td> <td>5 12 10</td> <td>Bathurst</td> <td>4 11 10</td> </tr> <tr> <td>Gunning</td> <td>5 1 10</td> <td>Wallerawang</td> <td>47 " 3 11 4</td> </tr> <tr> <td>Bredalbane..... 141 "</td> <td>4 13 10</td> <td>Mount Victoria</td> <td>69 " 2 12 8</td> </tr> <tr> <td>Goulburn</td> <td>4 6 4</td> <td></td> <td></td> </tr> </tbody> </table>				Stations.	Rate.	Stations.	Rate.	Gerogery..... 360 miles	£ 8 16 8	Marulan 106 miles	£ 3 10 4	Hanging Rock	8 3 0	Moss Vale	2 13 8	Wagga Wagga	7 15 4	Bowral	2 14 8	Junee	7 9 8	Mittagoong	2 12 8	Cootamundra	6 18 4	Pictou	1 16 8	Murrumburrah	6 10 0	Wellington	240 " 7 3 4	Binalong	6 3 4	Orange	5 15 4	Bowning	6 16 4	Blayney	5 5 4	Yass	5 12 10	Bathurst	4 11 10	Gunning	5 1 10	Wallerawang	47 " 3 11 4	Bredalbane..... 141 "	4 13 10	Mount Victoria	69 " 2 12 8	Goulburn	4 6 4			Single cattle the same rate as horses. The Minimum charge for a Cattle Truck is 20/-, exclusive of a Terminal charge of 2/- per Truck.		HORSUS.		In Trucks, -/8 per Waggon per mile; Min., 5/- . Senders to load only 4 in a Truck.	
Stations.	Rate.	Stations.	Rate.																																																										
Gerogery..... 360 miles	£ 8 16 8	Marulan 106 miles	£ 3 10 4																																																										
Hanging Rock	8 3 0	Moss Vale	2 13 8																																																										
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Goulburn	4 6 4																																																												
And between the undermentioned Stations at the following rates per Truck :—				For each Goat, Pig, or Yearling Calf, up to three, any distance not exceeding 24 miles, by Goods Trains only ... 2/-.		And for each mile beyond that distance -/1.		Over three animals, full Truck rate. Goats and calves, at Cattle rate.																																																					
From—				Newcastle.		East Maitland.		West Maitland.																																																					
Gunnedah				£ s. d.		£ s. d.		£ s. d.																																																					
Breeza				5 8 4		4 19 4		4 18 4																																																					
Towworth				5 14 4		5 5 4		5 4 4																																																					
Werris Creek				5 0 10		4 11 10		4 10 10																																																					
Quirindi				4 15 4		4 6 4		4 5 4																																																					
Willow-tree				4 10 4		4 1 4		4 0 4																																																					
Scone				3 10 8		2 18 8		2 10 4																																																					
Musclebrook..... 3 0 0				3 0 0		2 8 0		2 6 8																																																					

Other distances to be charged—For the first 40 miles, 10d. per Truck per mile; for every mile exceeding 40 and not exceeding 100, 8d. per Truck per mile; for every mile exceeding 100 and not exceeding 200, 6d. per Truck per mile; for every mile over 200, 4d. per Truck per mile.
Minimum charge, 15s.

SHEEP.

Will be conveyed from the undermentioned Stations to Homebush, at the following rates per truck :—

Stations.	Rate.	Stations.	Rate.
Gerogery	300 miles £ s. d. 7 5 5	Marulan	108 miles £ s. d. 3 5 7
Hanging Rock	319 " 6 13 6	Moss Vale	78 " 2 12 4
Wagga Wagga	296 " 6 6 9	Bowral	72 " 2 9 4
June	279 " 6 1 10	Mittagong	69 " 2 7 10
Cootamundra	245 " 5 11 11	Pictou	45 " 1 15 10
Murrumburrah	220 " 5 4 7	Wellington	240 " 5 17 1
Binalong	200 " 4 18 9	Orange	184 " 4 13 5
Bowning	186 " 4 14 1	Blayney	164 " 4 6 9
Yass	179 " 4 11 9	Bathurst	137 " 3 17 3
Gunning	157 " 4 4 5	Wallerawang	97 " 2 1 10
Bredalbane	141 " 3 18 9	Mount Victoria	69 " 2 7 10
Goulburn	126 " 3 13 1		

And between the undermentioned Stations, at the following rates per truck :—

Stations from	Newcastle.	East Maitland.	West Maitland.	Wollombi Road.	Lochinvar.
Gunnedah	£ s. d. 4 17 5	£ s. d. 4 11 5	£ s. d. 4 10 9	£ s. d. 4 10 1	£ s. d. 4 8 9
Breeza	4 8 9	4 2 9	4 2 1	4 1 5	3 19 5
Tamworth	4 12 9	4 6 9	4 6 1	4 5 5	4 4 1
Werris Creek	4 3 9	3 17 3	3 16 6	3 15 9	3 14 3
Quirindi	3 19 10	3 13 1	3 12 4	3 11 7	3 10 1
Willow-tree	3 16 1	3 9 4	3 8 7	3 7 10	3 6 4
Seone	3 1 4	2 12 4	2 11 4	2 10 4	2 8 4
Musclebrook	2 13 4	2 4 4	2 3 4	2 2 4	2 0 4

Other distances to be charged—For the first 40 miles, 10d. per Truck per mile; for every mile exceeding 40 and not exceeding 100, 6d. per Truck per mile; for every mile exceeding 100 and not exceeding 150, 4½d. per Truck per mile; for every mile exceeding 150 and not exceeding 200, 4d. per Truck per mile; for every mile over 200, 3½d. per Truck per mile. For single-decked Truck only half these rates will be charged. Minimum charge, 15s.

HORSES.

The Commissioner will carry Horses in Cattle Trucks if requested to do so, but only under special contract, relieving him of all responsibility. The charge for Horses so carried will be the same as for cattle in full Truck loads.

For the Rates for Horse Boxes, see Coaching Rate Sheet.

PIGS.

8d. per Truck per mile for the whole distance. Minimum, 15s.

Under the foregoing rates for Cattle, Sheep, Horses, and Pigs, no less charge than for one full Truck will be made for each and every Truck used.

SMALL CONSIGNMENTS.

¼ Truck, i.e., 4 Cows or Oxen, or 10 Calves, or 40 Sheep, or 80 Pigs.	½ Truck, i.e., 2 Cows or Oxen, or 5 Calves, or 20 Sheep, or 15 Pigs.	Single Cow or Ox.	Sheep or Pigs, when less than ¼ Truck.	Calves when less than ½ Truck.
6d. per mile	4d. per mile	3d. per mile.	½d. each per mile.	1d. each per mile.
Minimum, 10s.....	Minimum, 7s. 6d.....	Min., 7s. 6d. each.	Min., 1s. 6d. each.	Min., 2s. each.

SHEEP.

Sheep Trucks.

Per mile.
1 to 150 miles..... -/9 per Truck.
Maximum, £4 8s. 1d. per Truck.
Over 150 miles -/7 per Truck.

GOODS TRUCKS.

1 to 150 miles..... -/6 per Truck.
Maximum, £3 2s. 11d. per Truck.
Over 150 miles -/5 per Truck.

In the event of the Department not being able to supply Sheep Trucks it does not undertake to provide Goods Trucks.

Every Sheep or Lamb, up to 3, carried any distance not exceeding 24 miles, by Goods Trains only..... 2/-

And for each mile beyond that distance..... -/1

Over 3 and up to 10 animals, half Truck rate; over 10 animals, full Truck rate.

Minimum Charge:—Sheep Truck, 40/-; Goods Truck, 20/-; exclusive of a Terminal charge of 2/- per Truck for Sheep Trucks, and 1/- per Truck for Goods Trucks, to be added to the above rates in all cases.

SHEEP.

Any number loaded.

-/5 per 4-wheel Waggon per mile, both floors.
-/7 per 6-wheel " " "
-/3 half 4-wheel " " "
Large vans on central Railway, 1/9 per Waggon per mile.

Quantities not requiring a Sheep Waggon will be charged as under, viz. :—

50 miles and under... 1/- per head.
51 " to 100 2/- "
101 " to 150 3/- "
151 " to 175 3/6 "
176 " to 200 4/- "
201 " to 250 4/6 "
251 " to 300 5/- "
301 " to 350 5/6 "

Sheep.

Per double-tier van per mile :—
Large size. Small size.
s. d. s. d.
25 miles and under 1 0 0 9
25 " to 75..... 0 11 0 8
75 " to 100..... 0 10½ 0 7½
Over 100 miles 0 10 0 7
Single-deck vans one-half above rates for small size double-tier vans.

Live Stock.

Calves per head, up to 5 in number, -/2 per mile.
Goats and Pigs, up to 9 in number, per head, -/1 per mile.
Live Stock must be loaded and unloaded by owners, at their risk.

PIGS IN TRUCKS.

-/6 per waggon per mile.

PIGS OR SINGLE CALVES CARRIED IN GUARD'S VAN.

50 miles and under	2/- per head.
Over 50 miles and under 100	4/- "
" 100 " " 150	6/- "
" 150 " " 175	7/- "
" 175 " " 200	8/- "
" 200 " " 250	8/6 "
" 250 " " 300	9/- "
" 300 " " 350	9/6 "

NEW SOUTH WALES.	VICTORIA.	QUEENSLAND.	SOUTH AUSTRALIA.																																																												
<p>When the number of animals or the space occupied exceeds the limit for a quarter or half Truck, each one in excess will be charged at the mileage rates enumerated for single animals, until the half or full Truck rate as the case may be is reached.</p> <p>In ascertaining what portion of a Truck is to be charged for, <i>i.e.</i>, quarter, half, or full Truck, regard will be had to the space actually occupied more than to the number of animals; but in no case must the number of animals stated above be exceeded.</p> <p>Mixed Stock will be carried together in the same Truck, provided the whole consignment belongs to one person, and the Commissioner is relieved of all responsibility. When Mixed Stock cannot be loaded together, each kind will be charged for separately.</p> <p>When the charge per head for Live Stock exceeds that for a quarter Truck, or when the charge for a part Truck exceeds that for a full one, only the lesser amount will be collected.</p> <p><i>Bulls.</i> The charge for Bulls is 7d. each per mile; if more than one in a Truck, 4½d. each per mile; for half a Truck and upwards cattle rates. Minimum, 12s. 6d.</p> <p><i>Valuable Rams and Ewes.</i> If less than half a Truck load, will be charged 2d. each per mile; for half a Truck and upwards, Sheep rates. Minimum, 5s.</p> <p><i>Horses.</i> See full Truck rates. No less charge than for a full Truck load will be made for any number. When Live Stock is returned from Sydney or Homebush to Country Stations half the foregoing rates will be charged, provided the owners wait the requirements of the Department.</p> <p>The following are the rates at which Live Stock can be insured :—</p> <p><i>Neat Cattle (including Bulls.)</i> 1 to 50 miles, 2 per cent. on the declared value above £15. 51 to 100 " 3 " " 101 to 150 " 4 " " 151 and upwards 5 " "</p> <p>The same percentage charge to be made for the Pigs and Sheep (including valuable Rams and Ewes) on the declared value above £2.</p> <p>Rates for Fresh Meat in van loads. In the case of Beef, the van-load will be limited to 12 Carcases, but this number may be increased provided that a van-load shall not be held to consist of a greater total weight than 4 tons. Where a consignment of beef does not amount to 4 tons, senders will be allowed to make up the van-load with carcasses of mutton, pork, or veal. Any weight above 4 tons, whether the number of carcasses be more or less than 12, will be charged for at the rate of ½d. per cwt. per mile.</p>	<p>Fresh Meat. 50 miles 150 miles per ton. per ton. Class 221/-.....62/6.</p>	<p>Fresh Meat. Class 1—50 miles, 20/6; 150 miles, 69/-.</p>	<p>Fresh Meat. 50 miles 150 miles per ton. per ton. Class 220/9.....58/8.</p>																																																												
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<p>Smaller quantities charged actual weight at 3rd class rates. To be loaded and unloaded by Owners, at their risk.</p>																																																															

Live Stock for Agricultural Shows.

To the Show, ordinary rates; and the same from the Show, if sold. Unsold exhibits will be returned to the Stations whence they came, free of charge, and the freight paid for conveyance of same to the Show refunded on production of a certificate from the Secretary of the Agricultural Society to the effect that they are unsold.

Live Stock conveyed to and from Agricultural Shows will be subject in all respects to the General Conditions and Regulations of the Department, except that, when carried free, it will be entirely at the owner's risk.

Contractor's Plant, at Owner's Risk only.

Waggons on wheels, 4d. per mile each; minimum charge, 5s.

Locomotive Engines in Steam, Owner's risk only, 2s. 6d. per mile each, in addition to wages of Driver, Fireman, and Guard, and cost of Fuel.

Locomotive Engines on Wheels, but not in Steam, First-class Rates, at Owner's risk only.

Hay and Straw per Truck.

HAY.		STRAW.		HAY.		STRAW.		HAY.		STRAW.	
£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.		£ s. d.	
Not exceeding—		Not exceeding—		Not exceeding—		Not exceeding—		Not exceeding—		Not exceeding—	
10 miles	0 10 0	0 10 0	150 miles	2 16 11	2 5 6	235 miles	4 0 8	3 4 6			
20 "	0 14 0	0 14 0	155 "	2 18 6	2 6 9	240 "	4 1 11	3 5 6			
35 "	0 18 0	0 18 0	160 "	3 0 0	2 8 0	245 "	4 3 2	3 6 6			
41 "	1 0 0	1 0 0	165 "	3 1 7	2 9 3	250 "	4 4 1	3 7 3			
46 "	1 2 0	1 2 0	170 "	3 3 2	2 10 6	255 "	4 5 4	3 8 3			
54 "	1 5 0	1 5 0	175 "	3 4 9	2 11 9	260 "	4 6 7	3 9 3			
60 "	1 6 6	1 6 6	180 "	3 6 8	2 13 0	265 "	4 7 10	3 10 3			
70 "	1 9 1	1 8 6	185 "	3 7 10	2 14 3	270 "	4 8 9	3 11 0			
80 "	1 13 2	1 9 9	190 "	3 9 5	2 15 6	275 "	4 10 0	3 12 0			
89 "	1 16 11	1 11 3	195 "	3 11 0	2 16 9	280 "	4 11 3	3 13 0			
100 "	2 1 0	1 12 9	200 "	3 12 6	2 18 0	285 "	4 12 6	3 14 0			
110 "	2 2 10	1 14 3	205 "	3 13 9	2 19 0	290 "	4 13 6	3 14 9			
120 "	2 6 3	1 17 0	210 "	3 14 9	2 19 9	295 "	4 14 9	3 15 9			
130 "	2 9 9	1 19 9	215 "	3 16 0	3 0 9	300 "	4 16 0	3 16 0			
135 "	2 11 7	2 1 3	220 "	3 17 3	3 1 9	305 "	4 17 3	3 17 9			
140 "	2 13 6	2 2 9	225 "	3 18 6	3 2 9	310 "	4 18 2	3 18 6			
145 "	2 15 0	2 4 0	230 "	3 19 5	3 3 6						

Smaller quantities charged actual weight at First Class rates.

Returned Empties.

FREIGHT MUST BE PREPAID.

	Not exceeding—					
	50 Miles.	100 Miles.	200 Miles.	300 Miles.	400 Miles.	500 Miles.
Bags in bundles, bales, or bags (minimum charge 1 cwt. per package) ... per cwt.	0 3	0 6	0 9	0 11	1 0	1 2
Coops and Cases (except fruit cases) measuring under 6 cubic feet ... each	0 2	0 3	0 4	0 5	0 6	0 7
Do. do. over 6 and under 15 cubic feet each	0 3	0 6	0 9	0 11	1 0	1 2
Do. do. over 15 and under 25 cubic feet each	0 6	1 0	1 6	1 10	2 0	2 4
Do. do. over 25 cubic feet. "	0 9	1 6	2 3	2 9	3 0	3 6
Hogsheads	0 6	1 0	1 9	2 3	2 6	3 0
Pipes	1 0	2 0	3 0	3 6	3 9	4 0
Quarter-casks	0 3	0 6	0 9	0 11	1 0	1 2
Tierces.....	1 0	2 0	3 0	3 6	3 9	4 0

All other returned empties as may be agreed upon.

Live Stock, &c., for Agricultural Shows.

To the Show, ordinary rates; and the same from the Show, if sold. Unsold exhibits will be returned free, and half of the freight paid for conveyance of same to the Show refunded on production of certificate from the Secretary of the Society to the effect that they are unsold.

The above regulations are only to apply if the exhibits are conveyed in cattle waggons and by goods trains, and no reduction in the ordinary rates will be made if conveyed in horse-boxes or by passenger trains.

Poultry and Dogs will be charged full rates both ways.

Contractor's Plant.

-/10 per Truck per mile; minimum charge 20/-; Waggons on wheels, 6d. per mile each.

Hay and Straw—Loose.

Not exceeding 20 miles		Per Truck.	
£ s. d.		£ s. d.	
Not exceeding 20 miles	£ 1 0 0	Per Truck.	£ 1 0 0
" " 30 "	1 5 0	" " 30 "	1 5 0
" " 50 "	1 10 0	" " 50 "	1 10 0
" " 100 "	2 15 0	" " 100 "	2 15 0
" " 150 "	4 0 0	" " 150 "	4 0 0
" " 200 "	5 5 0	" " 200 "	5 5 0
" " 250 "	6 10 0	" " 250 "	6 10 0

Part of a Truck to be charged as a full truck.

Returned Empties.

	50 miles.	150 miles.
Pipes, each.....	2/-	4/-
Tallow punchcons	1/-	2/-
Hogsheads	-/9	1/6
Quarter-casks & barrels...	-/6	1/-
Kegs	-/6	-/9
Bags of empty bags, up to 3 bags of 25 each, 1/- per bag or bundle; over 3 bags 1st class rates, 50 miles 16/6, 150 miles £2 10s.		
Cases, drums, cans, carboys, crates, butter boxes, and fowl coops, miscell. rate, 50 miles, 13/6 per ton; 150 miles, 38/6 per ton: min. -/6.		
Fruit cases, special, 50 miles, 7/6 per ton; 150 miles, 20/- per ton; min., -/6.		

Live Stock, &c., for Agricultural Shows.

Not named.

Contractor's Plant.

2nd class—50 miles, 30/3; 150 miles, 104/-.

Hay and Straw—Loose.

Not named.

Returned Empties.

	50 miles.	150 miles.
Pipes and tierces	1/-	2/-
Hogsheads	-/6	1/-
Quarter-casks, kegs, boxes, and cases ...	-/3	-/6
Grain bags, bundles of, not more than 2 cwt. 1/-		2/-
Carriage to be prepaid.		

Live Stock, &c., for Agricultural Shows.

Not named.

Contractor's Plant.

Not named.

Hay and Straw—Loose.

Not named.

Returned Empties.

	50 miles.	150 miles.
Hhds., 56 galls.....	1/7	4/8
Quarter-casks	1/1	3/2
Bags, per bale of 25 ...	1/1	3/2
Fruit cases not exceeding 2 cub. ft. measurement	50 miles, -/3	150 " -/6
" " " "		
Bottle-cases, casks, and 10-gall. kegs, not exceeding 5 cub. ft. measurement	50 miles, -/8	150 " 1/4
" " " "		
Empties, not being returns, double the above rates.		

NEW SOUTH WALES.	VICTORIA.	QUEENSLAND.	SOUTH AUSTRALIA.																																																																							
<p align="center">Horses.</p> <p>IN BOXES:—Full horse-box (3 horses, one owner), 1s. per mile, minimum charge, 15s.; one horse, 5d. per mile; two horses, 9d. per mile, minimum charge, 7s. 6d. each; stud horses, 1s. per mile each, minimum charge, 15s. Mares, with foal at foot, rate and a half.</p> <p>A reduction of 25 per cent. on the above charges will be made on every mile beyond 150 and up to 200, and over 200 miles, 50 per cent. per mile will be allowed.</p> <p align="center">Carriages.</p> <p>Carriages, gigs, and dog-carts, 4d. per mile, each; two vehicles, one owner, if on one Truck, 6d. per mile; 4-wheeled waggons and bullock drays (empty), 6d. per mile; minimum charge, 7s. 6d.</p> <p>A reduction of 25 per cent. on the above charges will be made for every mile beyond 150 and up to 200; and over 200 miles, 50 per cent. per mile will be allowed.</p> <p>NOTE.—No guarantee can be given to convey horses or vehicles by Passengers' Trains; but when practicable this will be done, those for the longest journey having the preference.</p> <p align="center">Dogs.</p> <p>50 miles, 2/1; 150 miles, 3/5.</p> <p align="center">Gold Dust and Bullion, and Gold and Silver Coin.</p> <p>The Commissioner for Railways will not be responsible for the safe conveyance of gold dust and bullion, or gold and silver coin, as the following charges are made, and the gold dust and bullion and coin carried, on condition of its being in charge of owners and at their risk.</p> <p>* (Distances not over 55 miles. Distance not over 100 miles. Distance not over 150 miles. Distance not over 200 miles. Distance not over 250 miles. Distance not over 350 miles.)</p> <table border="0"> <tr> <td>Gold dust and bullion, £100</td> <td>2/-</td> <td>3/6</td> <td>4/3</td> <td>5/-</td> <td>5/6</td> <td>6/-</td> </tr> <tr> <td>Gold coin, £100</td> <td>-/6</td> <td>-/10</td> <td>1/3</td> <td>1/8</td> <td>2/-</td> <td>2/3</td> </tr> <tr> <td>Silver coin, £100</td> <td>1/-</td> <td>1/9</td> <td>2/6</td> <td>3/3</td> <td>3/6</td> <td>3/9</td> </tr> </table> <p>Fractions over 100 and under 50 will not be charged, but fractions of 50 and over will be charged as 100.</p> <p align="center">Rates for Milk.</p> <p><i>In quantities of not less than 300 gallons, less than 300 gallons double rates.</i></p> <table border="0"> <tr> <td>15 miles and under</td> <td>1d. per gallon.</td> </tr> <tr> <td>40 " "</td> <td>1d. "</td> </tr> <tr> <td>90 " "</td> <td>1d. "</td> </tr> <tr> <td>Beyond 90 miles</td> <td>1d. "</td> </tr> </table>	Gold dust and bullion, £100	2/-	3/6	4/3	5/-	5/6	6/-	Gold coin, £100	-/6	-/10	1/3	1/8	2/-	2/3	Silver coin, £100	1/-	1/9	2/6	3/3	3/6	3/9	15 miles and under	1d. per gallon.	40 " "	1d. "	90 " "	1d. "	Beyond 90 miles	1d. "	<p align="center">Horses.</p> <p>Each mare, gelding, or filly, not exceeding 40 miles..... 20/-</p> <p>Each mile beyond 40 miles ... -/6</p> <p>Each entire horse not exceeding 20 miles 20/-</p> <p>Each mile beyond 20 miles 1/-</p> <p>Horse-box (three horses), 1/3 per mile; minimum..... 40/-</p> <p>In Goods Trucks and by Goods Trains on either Up or Down Journey, 1/- per truck per mile. By Passenger Trains, 1/6 per truck per mile.</p> <p>Not more than 8 horses to be put in each truck. For each mare with foal at foot, rate and a half.</p> <p>The minimum charge for a truck with horses is 20/-, exclusive of a terminal charge of 2/- per truck to be added to the above rate in all cases.</p> <p align="center">Carriages.</p> <p>Under 40 miles, 20/- each, above 40 miles -/6 per mile.</p> <p>2 vehicles, same owner, -/9 per truck per mile.</p> <p>3 vehicles, on same terms, 1/- per truck per mile; minimum, 20/-.</p> <p>Vehicles for repairs, return tickets for four weeks; 50 per cent. added.</p> <p align="center">Dogs.</p> <p>50 miles, 2/1; 150 miles, 6/3; minimum charge, -/6.</p> <p align="center">Gold Dust and Gold and Silver Coin.</p> <table border="0"> <tr> <td></td> <td>60 miles.</td> <td>150 miles.</td> </tr> <tr> <td>Gold dust, £100 ozs.</td> <td>3/-</td> <td>8/-</td> </tr> <tr> <td>Gold coin, £100</td> <td>1/-</td> <td>2/8</td> </tr> <tr> <td>Silver coin, £100</td> <td>3/-</td> <td>8/-</td> </tr> </table> <p align="center">Milk.</p> <table border="0"> <tr> <td></td> <td>50 miles.</td> <td>150 miles.</td> </tr> <tr> <td>Miscellaneous</td> <td>13/6</td> <td>38/6</td> </tr> </table>		60 miles.	150 miles.	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Miscellaneous	13/6	38/6	<p align="center">Horses—in Boxes.</p> <p>1 horse, -/4 per mile.</p> <p>2 do. or more, same owner, -/3 each per mile.</p> <p>Entire horses, double rates, minimum charges, 5s.</p> <p align="center">Carriages.</p> <p>Carriages, gigs, dog-carts, drays, and carts, -/5 per mile; minimum, 5/-.</p> <p align="center">Dogs.</p> <p>Dogs, 50 miles, 3/-; 150 miles, 6/-.</p> <p align="center">Gold Dust, and Gold and Silver Coin.</p> <table border="0"> <tr> <td></td> <td>50 miles.</td> <td>150 miles.</td> </tr> <tr> <td>Gold dust, £100 ozs.</td> <td>8/-</td> <td>11/-</td> </tr> <tr> <td>Gold coin, £100</td> <td>2/6</td> <td>5/6</td> </tr> <tr> <td>Silver coin, £100</td> <td>4/6</td> <td>8/-</td> </tr> </table> <p align="center">Milk.</p> <p><i>In Cans of not less than 6 gallons.</i></p> <table border="0"> <tr> <td>25 miles and under</td> <td>-/1 per gallon.</td> </tr> <tr> <td>Over 25 miles and under 50 miles</td> <td>-/1½ "</td> </tr> </table>		50 miles.	150 miles.	Gold dust, £100 ozs.	8/-	11/-	Gold coin, £100	2/6	5/6	Silver coin, £100	4/6	8/-	25 miles and under	-/1 per gallon.	Over 25 miles and under 50 miles	-/1½ "	<p align="center">Horses.</p> <p>See Live Stock.</p> <p align="center">Carriages.</p> <p>Gigs, dog-carts, and light drays (empty) weighing not more than 10 cwt., -/4 per mile; minimum charge, 4/-.</p> <p>Carriages, and waggons, and drays weighing not more than 25 cwt. (empty), -/6 per mile; minimum charge, 6/-.</p> <p>Ditto, ditto, over 25 cwt. (empty), -/8 per mile; minimum charge, 8/-.</p> <p align="center">Dogs.</p> <table border="0"> <tr> <td>Distances not exceeding 50 miles</td> <td>2/-</td> </tr> <tr> <td>" " 75 "</td> <td>3/-</td> </tr> <tr> <td>" " 105 "</td> <td>4/-</td> </tr> <tr> <td>" exceeding 170 "</td> <td>5/-</td> </tr> </table>	Distances not exceeding 50 miles	2/-	" " 75 "	3/-	" " 105 "	4/-	" exceeding 170 "	5/-
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No. 48.

RETURN of the number and nature of the ACCIDENTS, and the INJURIES to LIFE and LIMB, which have occurred on the Great Southern, Western, and Northern Lines, from 1st January to 31st December, 1880.

Date of Accident.	Line of Railways.	Passengers killed or injured.				Servants of the Department, or of the Contractors, killed or injured.				Trespassers.		Cause of Accident.
		From causes beyond their own control.		From their own misconduct or want of caution.		From causes beyond their own control.		From their own misconduct or want of caution.		From their own want of caution.		
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
1880.												
Jan. 2...	Southern ...	...	...	...	1	...	...	...	...	...	...	Leaving train while in motion near Bethungra.
" 5...	Northern ...	...	...	...	...	...	...	1	...	...	...	Unloading cattle at Wollombi Road.
" 12...	Western ...	...	...	...	...	...	...	1	...	...	...	Crushed between buffers of two engines at Bathurst.
" 17...	Southern ...	...	...	...	...	...	...	1	...	...	...	Shunting at Goulburn.
" "	Northern ...	...	...	...	...	...	...	1	...	...	...	Alighting from train in motion—struck by train passing in an opposite direction.
" 24...	Northern ...	...	...	...	...	...	...	...	1	...	...	Crushed between trucks at West Maitland.
Feb. 7...	Suburban ...	...	...	...	...	...	...	1	...	...	...	Run over by train, Sydney
" 14...	Suburban ...	...	...	...	...	...	...	...	1	...	...	Run over by train, Macdonald Town.
" 28...	Western ...	...	...	...	...	...	...	1	...	...	...	Shunting at Kelso.
Mar. 24...	Western ...	...	...	...	...	...	...	...	1	...	...	Struck by train near Parramatta.
April 4...	Richmond...	...	...	...	...	...	...	...	1	...	...	Run over by train near Blacktown.
" 12...	Western ...	...	...	...	...	1	...	...	...	...	...	Fell between carriage and platform at Parramatta.
" 18...	Western ...	...	...	...	...	...	...	1	...	...	...	Shunting at Parramatta.
" 27...	Western ...	...	...	...	...	...	...	1	...	...	...	Loading rails at South Creek.
May 1...	Suburban ...	...	...	...	...	...	...	...	1	...	...	Run over by engine at Sydney.
" 8...	Northern ...	...	...	...	...	...	...	1	...	...	...	Run over by engine at Newcastle.
" 12...	Northern ...	...	...	...	...	...	...	1	...	...	...	Head struck on overhead bridge near Singleton while standing on engine tender.
" 13...	Suburban ...	...	...	...	...	...	...	1	...	...	...	Shunting, Sydney yard.
" 15...	Suburban ...	...	...	...	...	...	...	1	...	...	...	Stacking rails at Sydney.
June 2...	Western ...	...	...	...	...	...	...	1	...	...	...	Shunting at Wellington.
" 2...	Western ...	...	...	...	...	...	...	1	...	...	...	Shunting at Lithgow.
July 2...	Western ...	...	...	...	...	...	...	2	...	...	...	Thrown off trolley near Seven Hills.
" 3...	Western ...	...	...	...	...	...	...	1	...	...	...	Shunting at South Creek.
" 4...	Western ...	...	...	...	...	...	...	1	...	...	...	Shunting at Mount Victoria.
" 14...	Northern ...	...	...	...	...	...	...	1	...	...	...	Run over while shunting, Newcastle.
" 16...	Southern ...	...	...	...	...	...	...	1	...	...	...	Shunting at Picton.
Aug. 11...	Suburban ...	...	...	...	...	...	...	1	...	...	...	Shunting at Darling Harbour.
" 13...	Suburban ...	...	...	...	1	...	...	...	...	...	...	Fell from train in motion near Rookwood.
Sep. 4...	Western ...	...	...	...	...	...	...	...	1	...	...	Run over by train, Parramatta.
" 14...	Northern ...	...	...	...	...	...	...	...	1	...	...	Struck by engine at Scone.
Oct. 28...	Suburban ...	...	...	...	...	...	...	...	1	...	...	Run over by train at Eveleigh.
Nov. 9...	Western ...	...	...	...	...	...	...	1	...	...	...	Knocked off foot-board of brake-van while passing Woodford.
" 16...	Northern ...	...	...	...	...	...	...	...	1	...	...	Run over at Wickham.
" 20...	Southern ...	...	...	...	...	...	...	...	1	...	...	Run over by train near Granville.
" 24...	Western ...	...	...	...	...	...	...	1	...	...	...	Shunting at Newbridge.
" 29...	Suburban ...	...	...	1	...	...	...	...	...	...	...	Left train while in motion near Eveleigh.
Dec. 4...	Suburban ...	...	...	...	...	...	...	1	...	...	...	Run over by train at Darling Harbor.
				1	2			1	10	14	6	4

No. 48—continued.

RETURN of the number and nature of the ACCIDENTS, and the INJURIES to LIFE and LIMB, which have occurred on the TRAMWAYS, from 1st January to 31st December, 1880.

Date.	Servants of the Department.		Passengers.		Other than Passengers.		Nature of Accident.
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	
27 March	1	Man run over near Belmore Park.
24 April	1	.....	Run over near Redfern Railway Station.
31 May	1	.....	.....	.....	.....	Cart collided with motor; driver of motor injured.
6 June	1	.....	Run over at Redfern Terminus.
27 December	1	Cab collided with motor; driver of cab injured.
Total	1	.....	.....	2	2	

No. 49.

RETURN of the Number of Passengers, Tonnage of Goods, Earnings and Working Expenses, Total and per Train Mile, per centage of Working Expenses to Gross Earnings, net Earnings, Capital Invested on Lines Open, and Interest on Capital each Year, from 1855 to 1880, inclusive.

Year.	Length of Line, 31 December.	Number of Passengers.	Tonnage of Goods.	Earnings from Coaching Traffic.	Earnings from Goods Traffic.	Total Earnings.	Working Expenses.	Earnings per Train Mile.	Working Expenses per Train Mile.	Per centage of Working Expenses to Gross Earnings.	Net Earnings.	Capital invested on Lines open.	Interest on Capital.
	Miles.	No.	Tons.	£	£	£	£	d.	d.	Per cent.	£	£	Per cent.
1855	14	98,846	140	9,093	156	9,249	5,959	157'34	101'37	64'43	3,290	515,347	'638
1856	23	350,724	2,469	29,526	2,757	32,283	21,788	113'32	76'48	67'49	10,495	683,217	1'536
1857	40	329,019	20,847	34,970	8,417	43,387	31,338	96'58	69'75	72'23	12,050	1,023,838	1'176
1858	55	376,492	33,385	45,858	16,451	62,309	43,928	105'69	74'51	70'50	18,381	1,231,867	1'492
1859	55	425,877	43,020	46,502	15,258	61,760	47,598	100'41	77'38	77'07	14,162	1,278,416	1'107
1860	70	551,044	55,394	45,428	16,841	62,269	50,427	83'37	67'52	80'98	11,841	1,422,672	'832
1861	73	595,591	101,130	49,637	25,367	75,004	61,187	83'77	68'34	81'58	13,817	1,536,032	'899
1862	97	642,431	205,139	62,096	41,775	103,871	68,725	90'79	60'07	66'16	35,146	1,907,807	1'842
1863	124	627,164	218,535	71,297	52,644	123,941	96,867	94'38	73'76	78'16	27,073	2,466,950	1'097
1864	143	693,174	379,661	81,487	66,167	147,653	103,715	85'30	59'92	70'24	43,938	2,631,790	1'669
1865	143	751,587	416,707	92,984	73,048	166,032	108,926	82'42	54'07	65'60	57,106	2,746,373	2'079
1866	143	668,330	500,937	85,636	82,899	168,535	106,230	82'49	51'99	63'64	62,305	2,786,094	2'236
1867	204	616,375	517,022	87,564	101,508	189,072	117,324	82'02	46'87	62'08	71,748	3,282,320	2'185
1868	247	714,563	596,514	99,408	124,951	224,359	144,201	70'06	45'03	64'29	80,158	4,060,950	1'973
1869	318	759,635	714,113	109,427	155,548	264,975	176,362	71'17	47'37	66'57	88,613	4,681,329	1'892
1870	339	776,707	766,523	117,854	189,288	307,142	206,003	81'81	54'86	67'08	101,139	5,566,092	1'817
1871	358	759,062	741,986	129,496	225,826	355,322	197,065	91'57	50'79	55'46	158,257	5,887,258	2'688
1872	398	753,910	825,360	164,862	260,127	424,989	207,918	98'43	48'15	48'92	217,071	6,388,727	3'397
1873	403	875,602	923,788	178,216	306,020	484,236	238,935	104'71	51'47	49'16	246,201	6,739,918	3'653
1874	403	1,085,501	1,070,938	188,595	347,980	536,575	257,703	103'09	49'51	48'03	278,872	6,844,546	4'074
1875	473	1,288,225	1,171,354	205,941	408,707	614,648	296,174	100'20	48'28	48'18	318,474	7,245,379	4'396
1876	509	1,727,730	1,244,131	233,870	459,355	693,225	339,406	98'50	48'22	48'96	353,819	7,990,601	4'428
1877	598	2,957,144	1,430,041	271,588	544,332	815,920	418,985	92'95	47'73	51'35	396,935	8,883,177	4'468
1878	688½	3,705,733	1,623,886	306,308	596,681	902,989	536,988	81'62	48'54	59'47	366,001	9,784,645	3'741
1879	734½	4,317,864	1,720,815	319,950	632,416	952,366	604,721	77'94	49'49	63'49	347,645	10,406,495	3,341
1880	849½	5,440,138	1,712,971	390,149	770,868	1,161,017	647,719	86'02	47'99	55'79	513,298	11,778,819	4,358

No. 50.

STATEMENT of the number and classification of persons employed on the Railways and Tramways of New South Wales during 1880.

No.	Position.	Rates of Pay—lowest and highest.
HEAD OFFICE.		
1	Commissioner	£1,000 per annum.
1	Secretary	£600 "
1	Chief Clerk	£350 "
2	Land Valuers	£550 and £600 per annum.
2	Draftsmen	£250 and £350 "
1	Accountant	£450 per annum.
1	Chief Cashier and Paymaster	£400 "
1	Cashier	£035 "
1	Examiner of Accounts	£400 "
1	Book-keeper (Principal)	£350 "
1	" (Assistant)	£300 "
35	Clerks	10s. per week to £275 per annum.
4	Messengers	£25 per annum to 7s. 6d. per day.
4	Housekeepers	£30 to £60 per annum.
56	Total	
AUDIT OFFICE.		
1	Traffic Auditor	£400 per annum.
1	Assistant do.	£250 "
2	Inspectors of Station Accounts	£275 per annum.
28	Clerks (17 Audit, 11 Statistical)	£26 to £250 per annum.
32	Total.	
STORE.		
1	Storekeeper	£350 per annum.
1	Assistant do.	£275 "
13	Clerks	£75 to £200 per annum.
2	Foremen	£165 and £187 "
2	Watchmen	7s. per night.
22	Issuers, Assistants, Gangers, Talley-men, and Labourers	7s. to 10s. per day.
41	Total.	
129	Total, Head Office.	
ENGINEER-IN-CHIEF'S BRANCH.		
<i>Office Staff.</i>		
1	Engineer-in-Chief	£1,800 per annum.
1	Inspecting Engineer	£800 "
1	Assistant Engineer for Trial Surveys	£700 "
1	" " Office Staff	£600 "
15	Draftsmen	£200 to £425 per annum.
8	Assistant Draftsmen	£120 to £150 "
1	Chief Clerk	£450 per annum.
4	Clerks	£120 to £175 per annum.
9	Cadets	£52 per annum, or 7s. per day when in the field.
1	Custodian of Plans	£100 per annum.
2	Messengers	£75 per annum and 10s. per week.
44	Total.	
FIELD STAFF.		
7	District Engineers	£500 per annum.
7	Assistant District Engineers	£150 to £250 per annum.
17	Surveyors	£150 to £400 "
24	Inspectors	10s. to 18s. per day.
112	Chainmen	5s. to 7s. "
167	Total.	
211	Total, Engineer-in-Chief's Branch.	
ENGINEER FOR EXISTING LINES OF RAILWAYS AND TRAMWAYS.		
<i>Office Staff.</i>		
1	Engineer for Existing Lines	£1,000 per annum.
1	Assistant Engineer	£600 "
1	First Clerk	£350 "
15	Draftsman and Surveyors	£3 per week to 25s. per day.
1	Cadet	£75 per annum.
5	Clerks	£2 2s. per week to £200 per ann.
1	Messenger	£100 per annum.
25	Total.	
LOCOMOTIVE ENGINEER'S BRANCH.		
1	Locomotive Engineer	£1,000 per annum.
1	First Clerk	£300 "
6	Draftsmen	7/6 per day to £5 per week.
8	Clerks	£1 5s. per week to £182 per ann.
16	Total.	

No. 50.—continued.

STATEMENT of the Number and Classification of Persons employed in the Engineer for Existing Railways Branch, year 1880.

APPENDIX TO REPORT ON RAILWAYS—1880.

	Superintendent.	Clerks.	Timekeepers.	Foreman.	Inspector.	Sub-Inspectors.	Gaugers.	Labourers.	Labourers— Flying Gang.	Carpenters.	Blacksmiths.	Strikers.	Fitters.	Engine-drivers.	Bricklayers.	Masons.	Plasterers.	Plumbers.	Tinsmiths.	Painters.	Gatekeepers.	Guards.	Fencers.	Machinists.	Boys.	Turners.	Total.
£450 per annum	1																										1
£300					2																						2
£6 10s. per week				4																							4
£5 10s.					3																						3
£5					2																						2
£4 10s.					1																						1
£4			1																								1
£2 10s.			1																								1
£2		1																									1
15s.		3																									3
10s. 8d. per day				1																							1
15s.					3																						3
14s.						1					1		1														3
13s.										1																	1
12s.						2	12	1			1																16
11s.					1					2	1				2	1		1									8
10s. 6d.										6	1				7	1		1									17
10s.		1			1	1	6			75	7		6		26	12	2	4	1			1					144
9s. 6d.										23	3											1					27
9s. 4d.										3	6																3
9s.							3			12	6							1	1								26
8s. 9d.										1														1			1
8s. 6d.						1	23 ²			2	1	1								4							24
8s. 4d.										2	2								1					1			3
8s.							2			6	2		1	1	1							1		2			27
7s. 6d.								1		4				1					1	11		1					11
7s.			1				7	614	292	2		10			1					6		1		2			940
6s. 6d.								217	3	1		11			1								3				233
6s.								1				2			3					1							7
5s. 6d.															2												2
5s.								1			4							1							5		12
4s.																		1									1
4s. 6d.																									14		14
3s. 6d.		2								1								1									7
3s.										2								1									3
2s. 6d.										1					1			2									5
2s.										1								4									7
1s. 8d.																								3			3
	1	7	3	2	15	15	253	834	295	148	23	26	8	2	44	14	2	17	4	25	1	5	3	6	29	1	1783

No. 50—continued.

TRAFFIC BRANCH.

Rate.	Traffic Manager.	Wharfinger.	Goods Superintendent.	Coaching Superintendent.	Traffic Inspectors.	Paymaster.	Station-masters.	Clerks.	Cashier.	Foremen.	Assistant Wharfinger.	Telegraph Operator.	Telegraph Inspector.	Signalmen, Shunters, and Pointsmen.	Guards.	Gatekeepers.	Printers.	Porters.	Tarpanin Makers.	Messenger.	Ladies' Attendant.	Watchman.	Total.
7/6 per day	1	...	...	...	...	...	23	7	2	...	8	...	...	...	2	43
7/-	3	...	...	...	...	...	42	9	1	...	180	6	...	...	2	243
6/6	3	...	...	...	...	...	14	1	6	...	68	1	1	...	2	96
6/-	3	...	...	...	1	...	20	1	7	...	179	4	...	...	8	223
5/6	1	...	...	...	1	...	...	...	...	2
5/0	3	...	1	...	...	...	...	4
4/-	1	...	...	...	...	...	...	1
1/9	3
1/2	3	...	...	...	...	...	...	3
1/-	9	...	...	...	...	...	...	9
Total.....	2	2	1	1	6	1	83	170	1	9	2	122	1	143	149	158	2	546	15	5	2	17	1438

STATEMENT of the Number and Classification of Persons employed in TRAFFIC BRANCH, TRAMWAYS, for year ending 31st December, 1880.

Rate.	Superintendent.	Clerks.	Pointsman.	Point-cleaner.	Brakemen.	Signalman.	Conductors.	Messenger.	Total.
£300 per year	1	.....	.....	.....	.....	.....	.....	.....	1
10/- per diem	1	.....	.....	.....	.....	.....	.....	1
10/-	1	.....	1
9/-	4	.....	4
8/-	3	.....	3
7/6	1	1	.....	.....	.....	.....	2
7/-	9	.....	9
6/-	3	1	1	.....	5
20/- per week	1	.....	.....	.....	.....	.....	.....	1
15/-	1	.....	.....	.....	.....	.....	1	2
	1	3	1	1	3	1	18	1	29

STATEMENT of the Number and Classification of Persons employed in PERMANENT WAY BRANCH, TRAMWAYS, year 1880.

Rate.	Inspectors.	Sub-Inspectors.	Weigh Clerk.	Gangers.	Labourers.	Sweepers.	Carters.	Boy.	Total.
20/- per diem	1	.....	.....	.....	.....	.....	.....	.....	1
15/-	.....	1	1	.....	.....	.....	.....	.....	2
12/-	.....	2	.....	.....	.....	.....	10	.....	12
10/-	.....	.....	.....	2	.....	.....	.....	.....	2
9/-	.....	.....	.....	.....	.....	.....	1	.....	1
8/6	1	.....	.....	6	.....	.....	.....	.....	7
8/-	.....	.....	.....	.....	.....	.....	1	.....	1
7/-	.....	.....	.....	.....	47	4	.....	.....	51
3/6	.....	.....	.....	.....	.....	.....	.....	1	1
Total	2	3	1	8	47	4	12	1	78

No. 50—continued.

STATEMENT of the Number and Classification of Persons employed in LOCOMOTIVE BRANCH, TRAMWAY DEPARTMENT, year 1880.

Rate.	Foreman.	Night Foreman.	Clerk.	Fitters.	Fitters' Assistants.	Blacksmith.	Blacksmith's Assistant.	Carpenters.	Labourers.	Watchman.	Cleaner.	Engine-cleaners.	Drivers.	Firemen.	Car-cleaners.	Total Number.
15/- per diem	1	...	...	...	...	...	...	...	...	...	...	...	...	...	...	1
13/- "	1	...	...	1
12/- "	4	...	...	4
11/- "	1	...	...	...	1	...	...	...	...	...	...	7	...	...	9
10/- "	2	...	...	...	...	...	...	...	...	...	...	...	2
9/6 "	5	...	...	...	...	...	...	...	...	...	...	...	5
9/4 "	1	...	...	...	...	...	...	...	1
9/- "	1	...	...	...	...	...	...	...	...	...	...	...	1
8/6 "	1	...	...	...	...	...	...	...	1
8/- "	1	...	1	1	...	13	...	16
7/- "	1	...	...	...	...	1	...	2
6/8 "	1	...	...	...	...	...	...	...	...	...	...	1
6/6 "	1	...	2	...	...	...	...	...	...	3
6/- "	2	...	...	...	...	1	...	4	...	...	3	10
2/6 "	1	...	...	...	...	...	...	...	...	...	...	...	...	1
	1	1	1	8	3	1	1	2	4	1	1	5	12	14	3	58

SUMMARY.

Head Office	129
Engineer-in-Chief's Branch—	
Office Staff	44
Field Staff	167
	211
Engineer for Existing Lines Branch—	
Office Staff	25
Permanent Way	1,783
	1,808
Locomotive Engineer's Branch—	
Office Staff	16
Locomotive Staff	1,296
	1,312
Traffic Branch	1,438
Tramway Branch	165
	5,063
Total	5,063

No. 51.

RETURN of the Total Amount paid for WAGES on the different Branches of the Railway and Tramway, 1879-80.

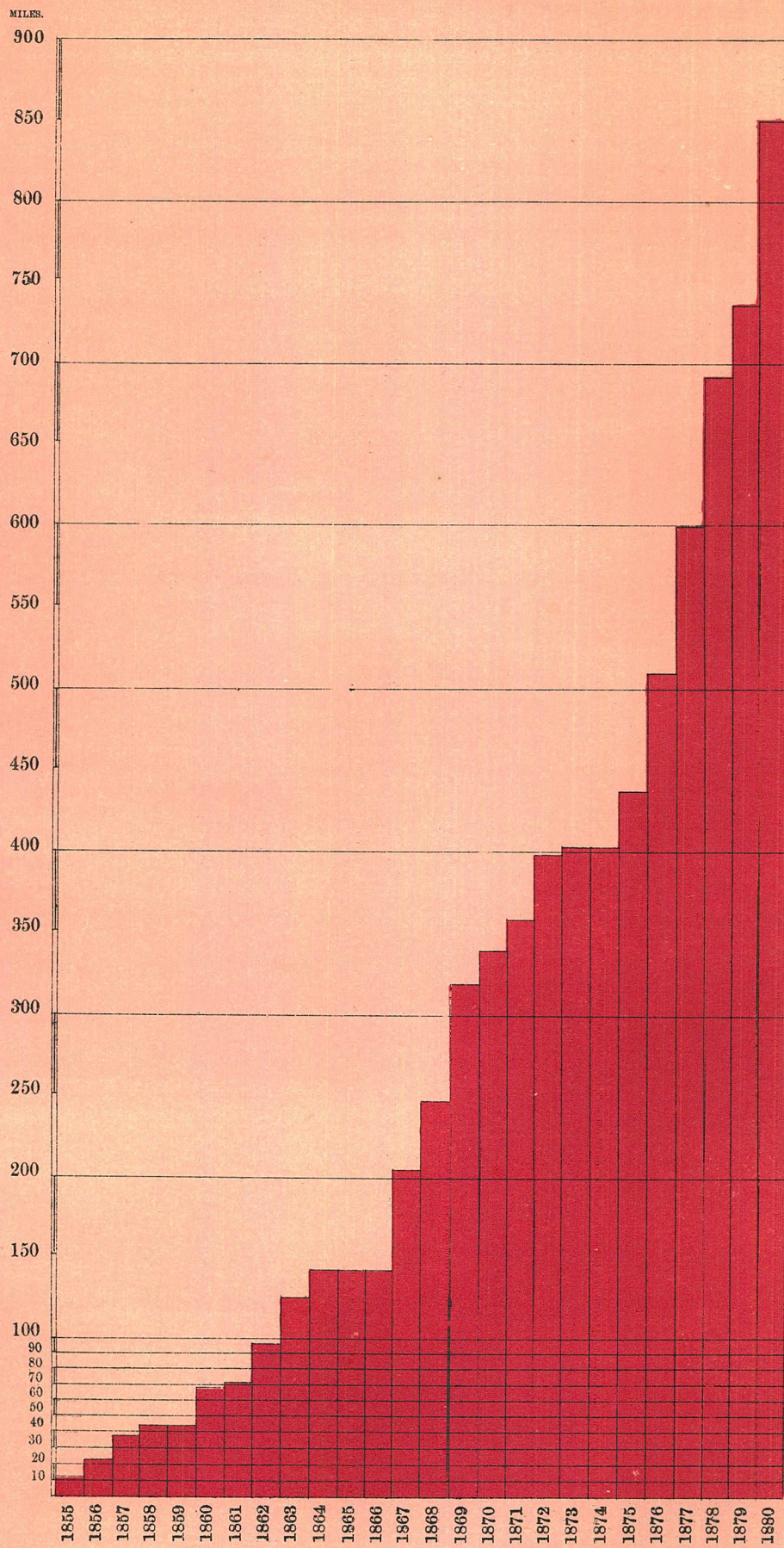
Branch.	South and West.	North.	Total.
	£ s. d.	£ s. d.	£ s. d.
Locomotive—			
1879	120,232 7 1	38,499 14 4	158,732 1 5
1880	134,936 5 2	40,527 11 3	175,463 16 5
Permanent Way—			
1879	144,856 2 7	41,328 0 11	186,184 3 6
1880	159,406 15 8	42,812 2 3	202,218 17 11
Traffic—			
1879	97,558 17 3	33,229 11 9	130,788 9 0
1880	113,677 3 10	36,282 4 11	149,959 8 9
Total all Branches—			
1879	362,647 6 11	113,057 7 0	475,704 13 11
1880	408,020 4 8	119,621 18 5	527,642 3 1
Tramway—			
1879	1,293 1 0	.....	1,293 1 0
1880	9,118 18 9	.....	9,118 18 9

No. 52.

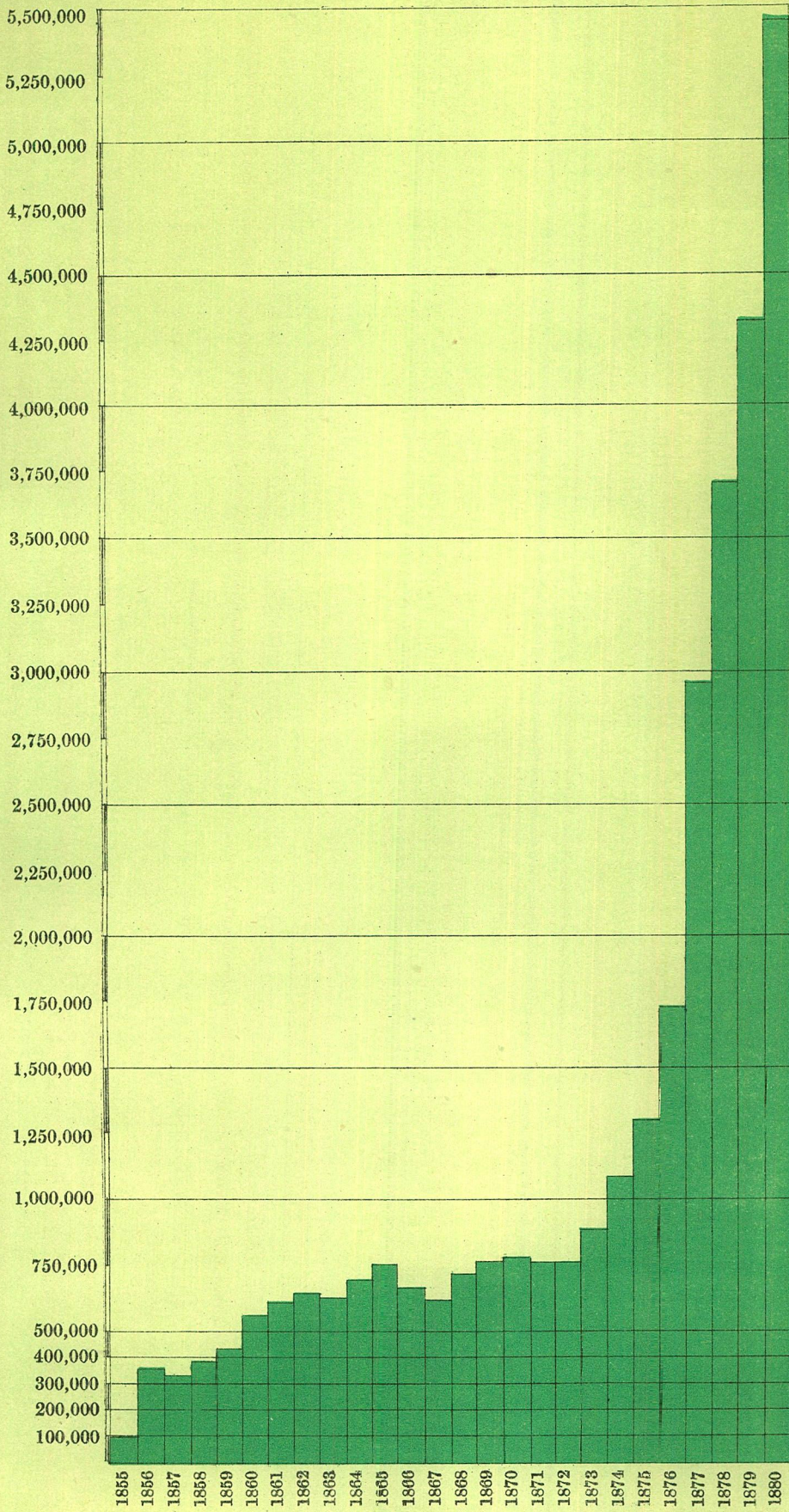
RETURN of Free Passes issued during 1880, specifying the different Services.

Why granted.	No. issued.
Visitors of distinction	265
International Exhibition Commissioners and Judges:—Sydney International Exhibition 86, Melbourne International Exhibition, 66	102
Press purposes	247
Judges on Circuit	14
Volunteers on duty	815
Intercolonial Rifle Match	1
„ Rowing „	11
„ Cricket „	16
„ Bowling „	18
Instructor of the Blind	2
Workmen seeking employment in the Country	1,492
Immigrants	793
Boys, ship "Vernon"	8
Officers and Seamen, H.M. War Ships	45
Sydney Infirmary... ..	7
Bathurst Hospital	7
Maitland „	8
Maitland Benevolent Asylum	1
Parramatta Asylum	6
Charitable Purposes	61
Miscellaneous	102
Total	4,021
1879	4,096

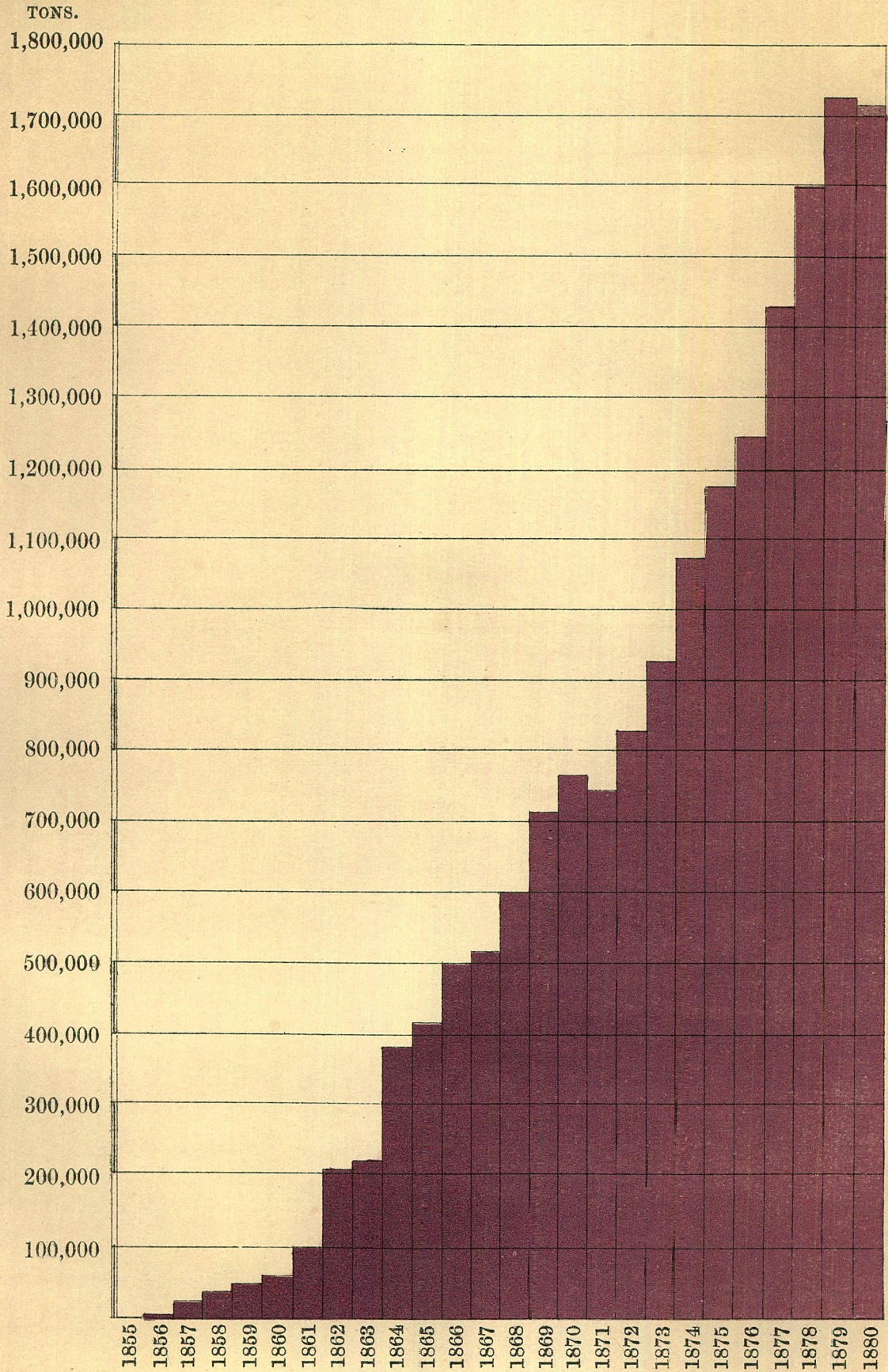
NUMBER OF MILES OPEN.



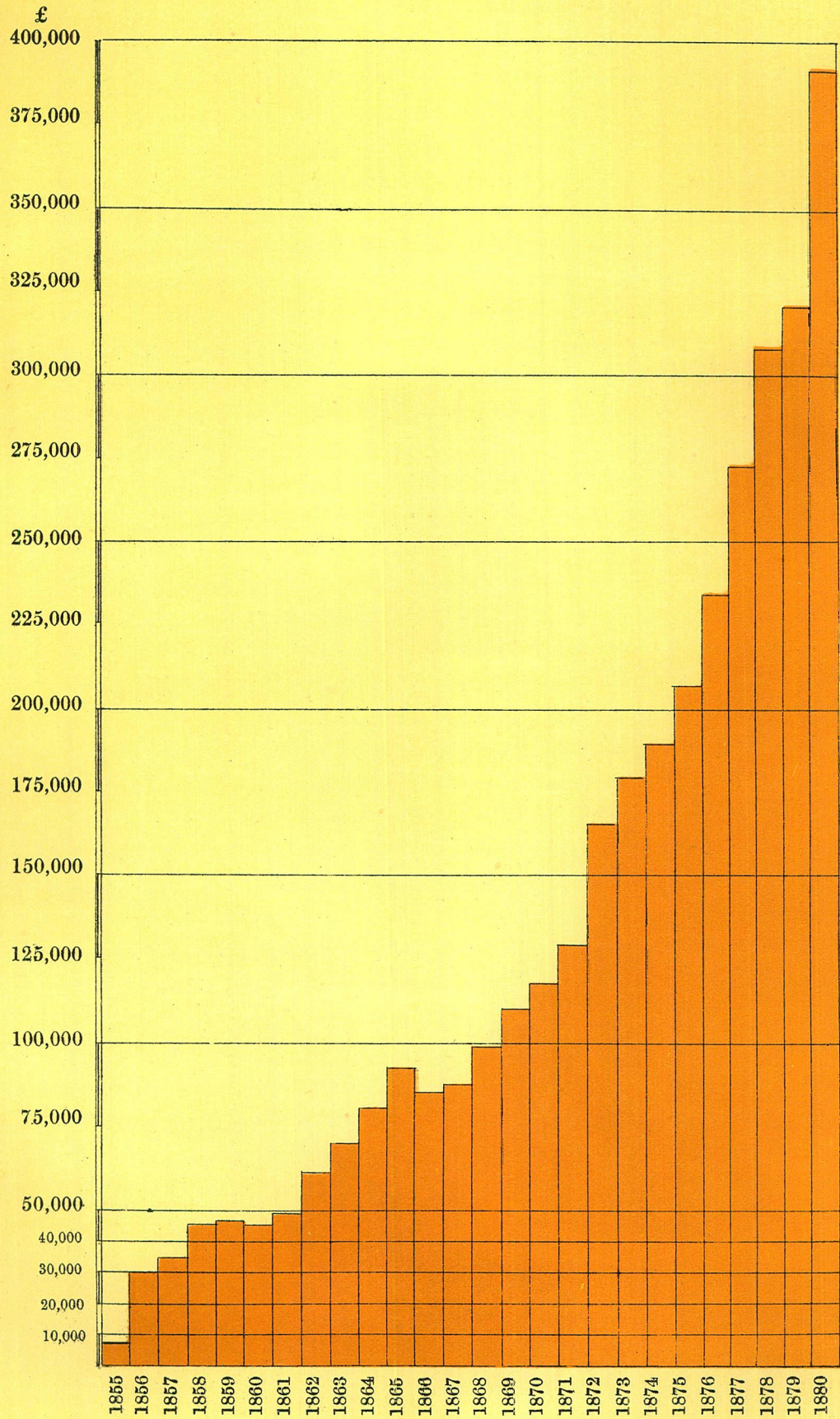
NUMBER OF PASSENGERS.



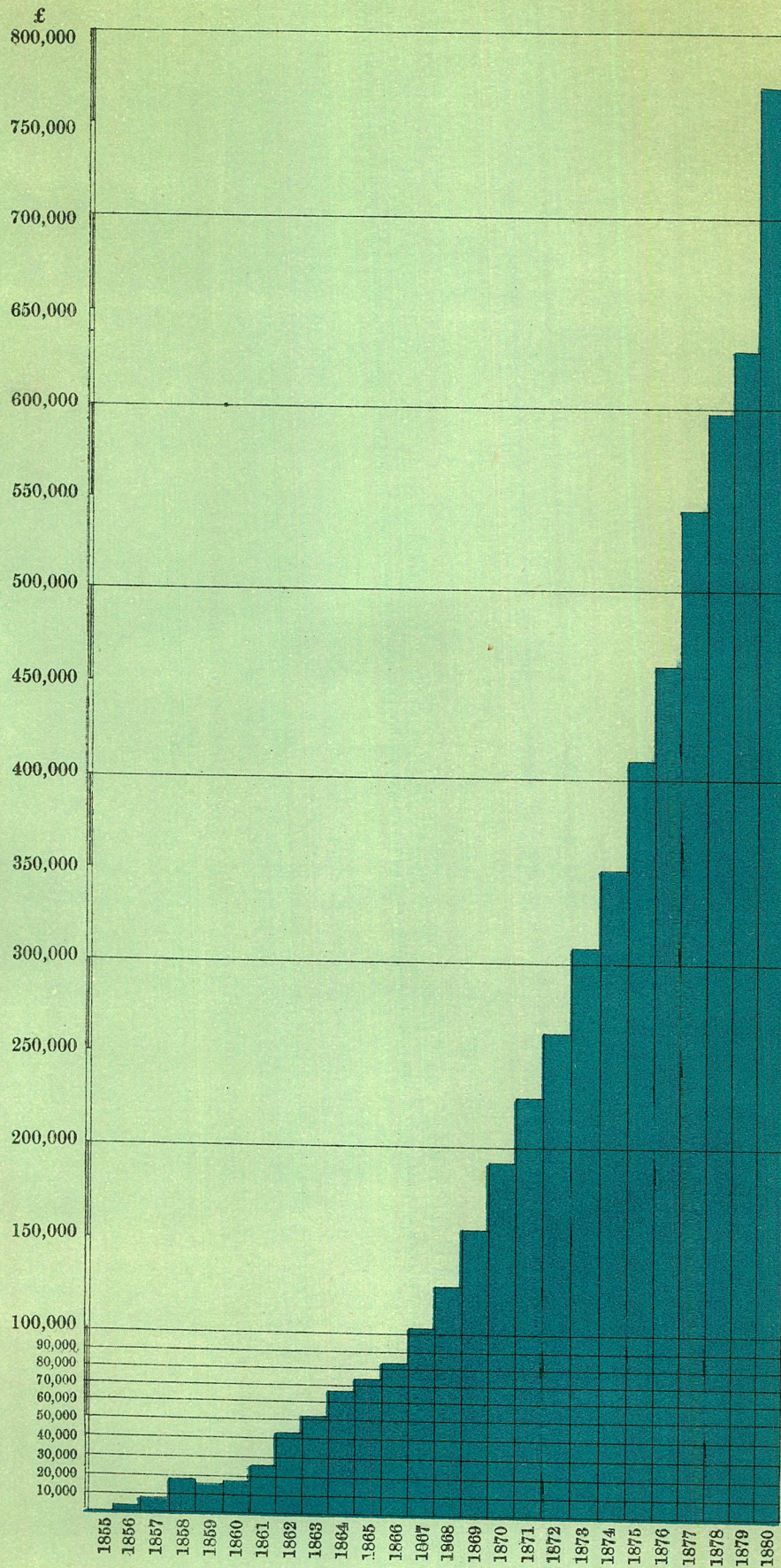
TONNAGE OF GOODS.



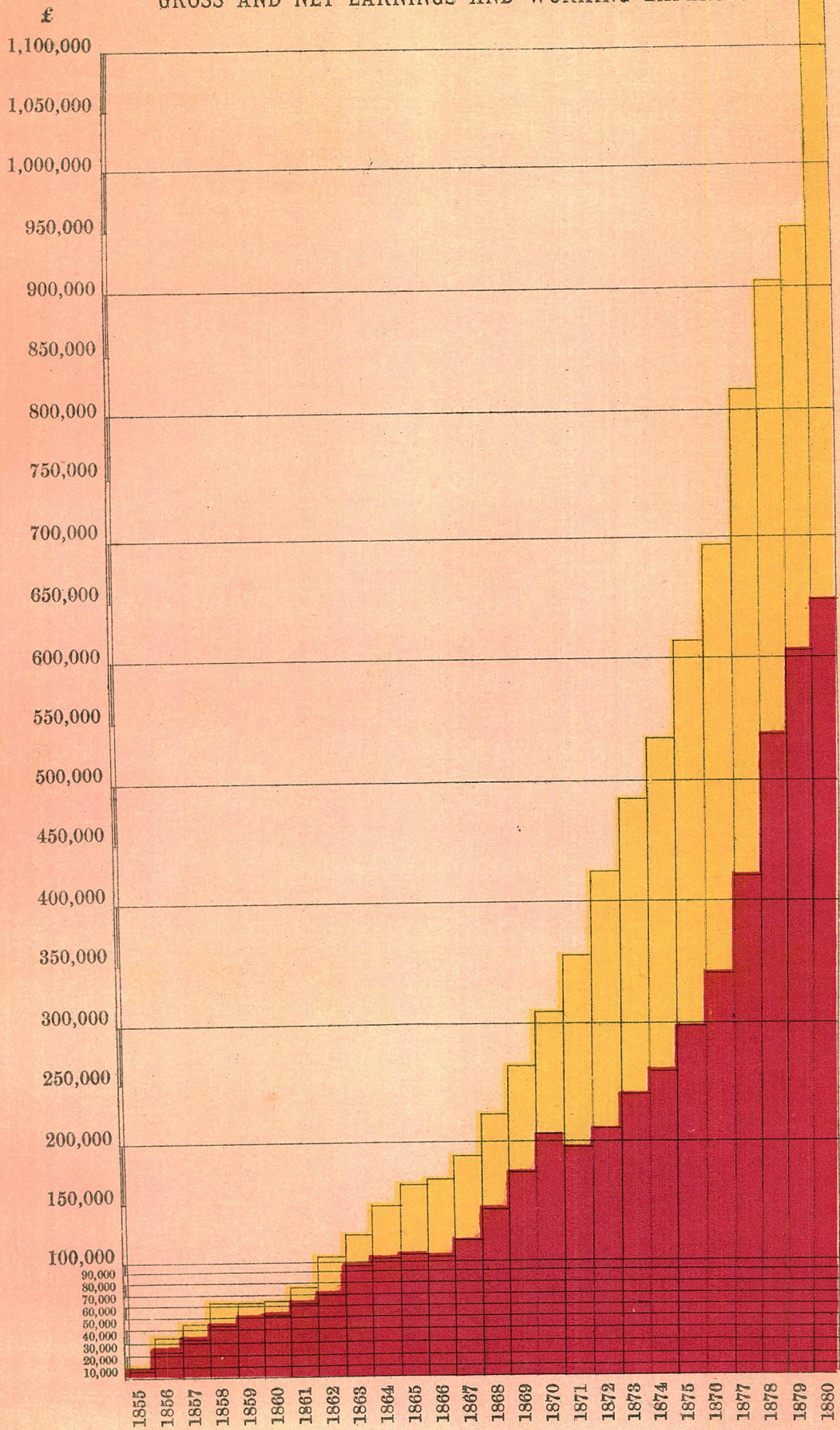
EARNINGS FROM COACHING TRAFFIC.



EARNINGS FROM GOODS TRAFFIC.

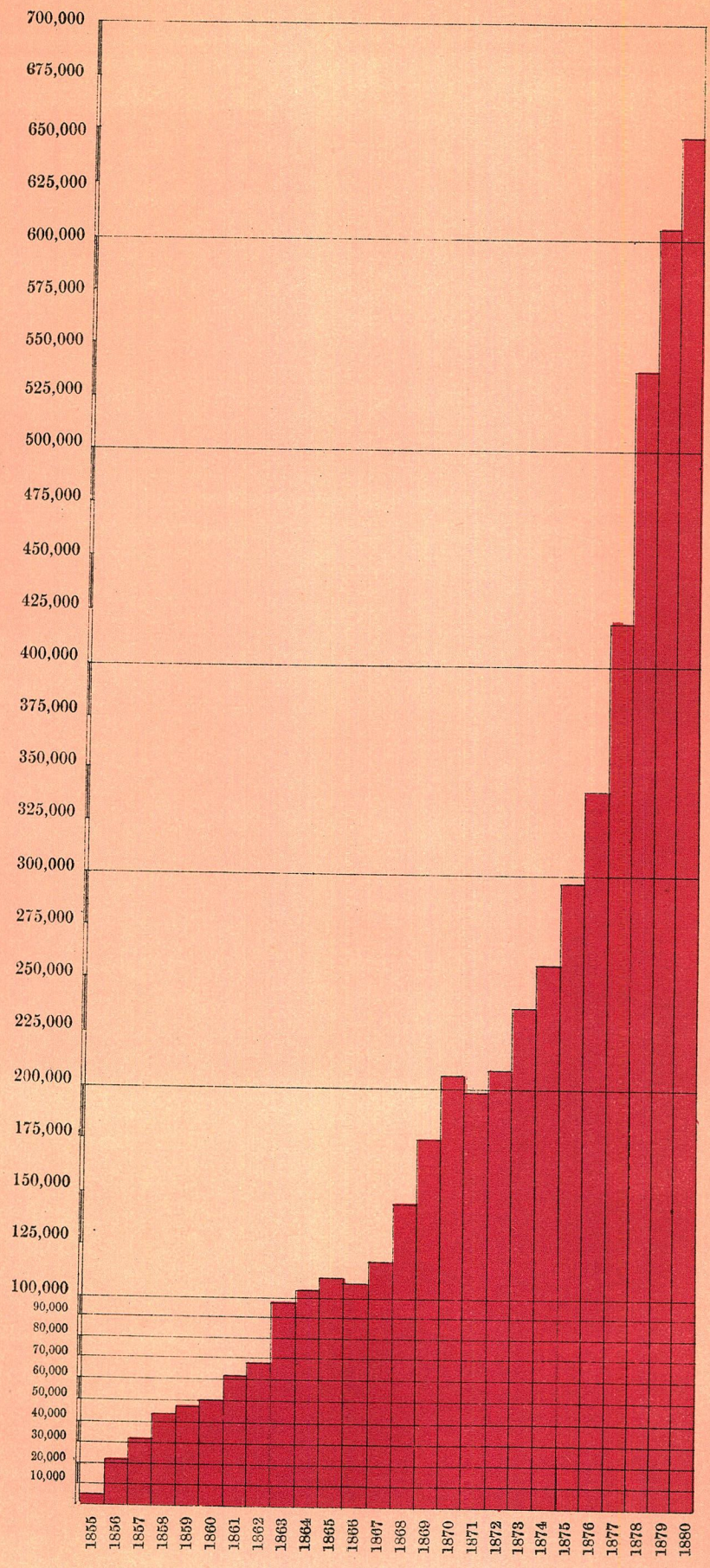


GROSS AND NET EARNINGS AND WORKING EXPENSES.



£

WORKING EXPENSES.



EARNINGS PER TRAIN MILE.

d.

160

150

140

130

120

110

100

90

80

70

60

50

40

30

20

10

0

1855

1856

1857

1858

1859

1860

1861

1862

1863

1864

1865

1866

1867

1868

1869

1870

1871

1872

1873

1874

1875

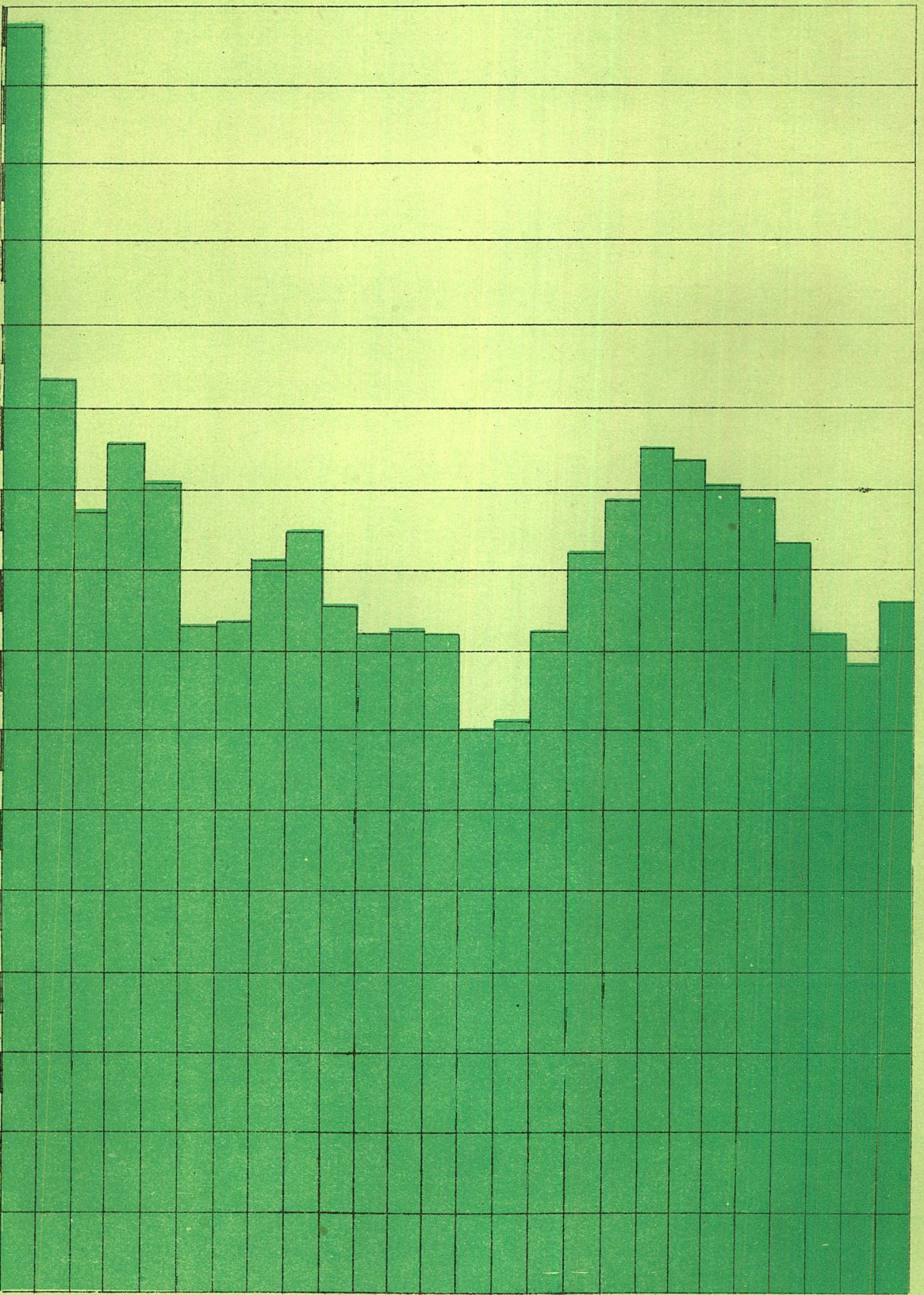
1876

1877

1878

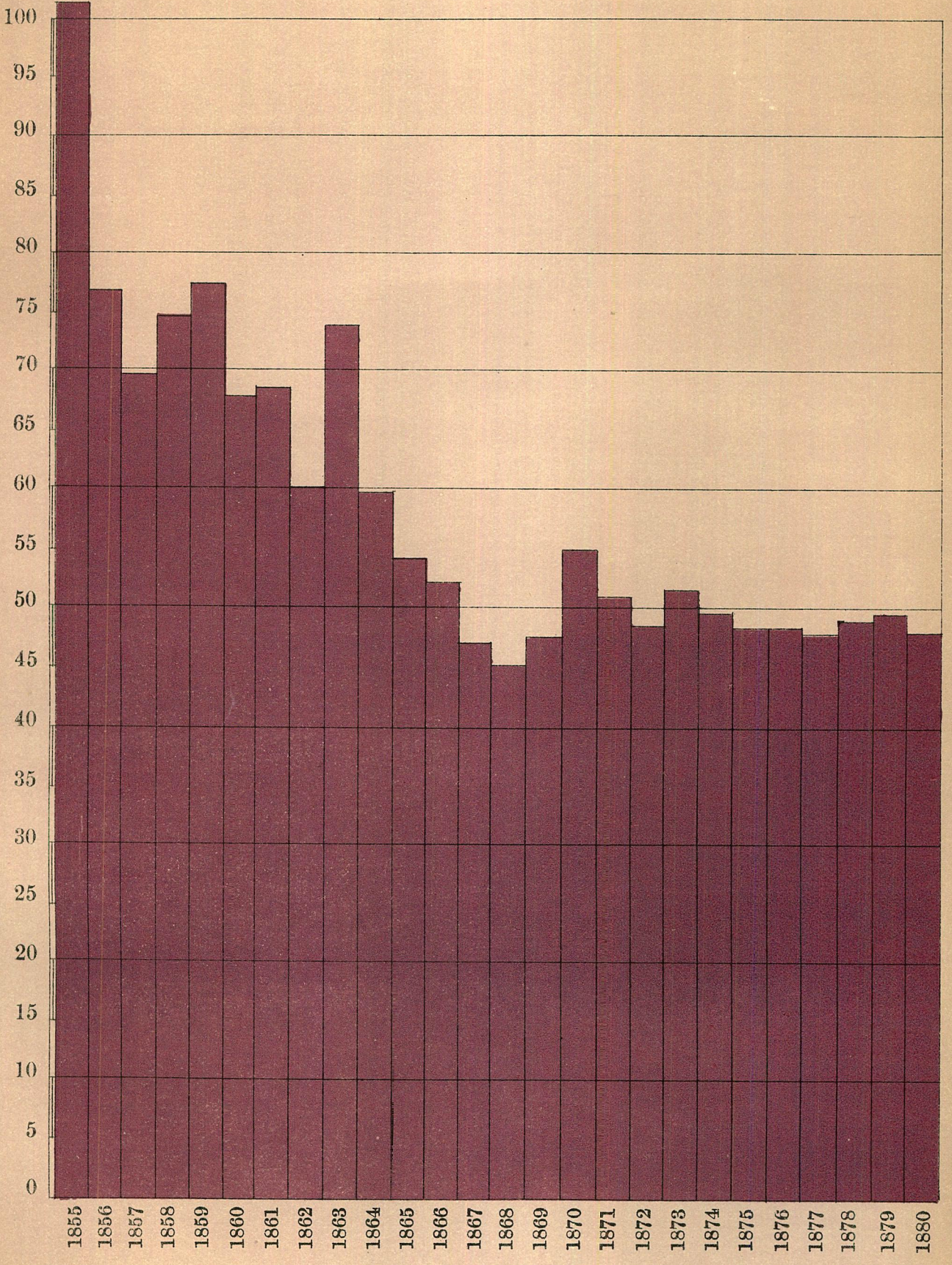
1879

1880



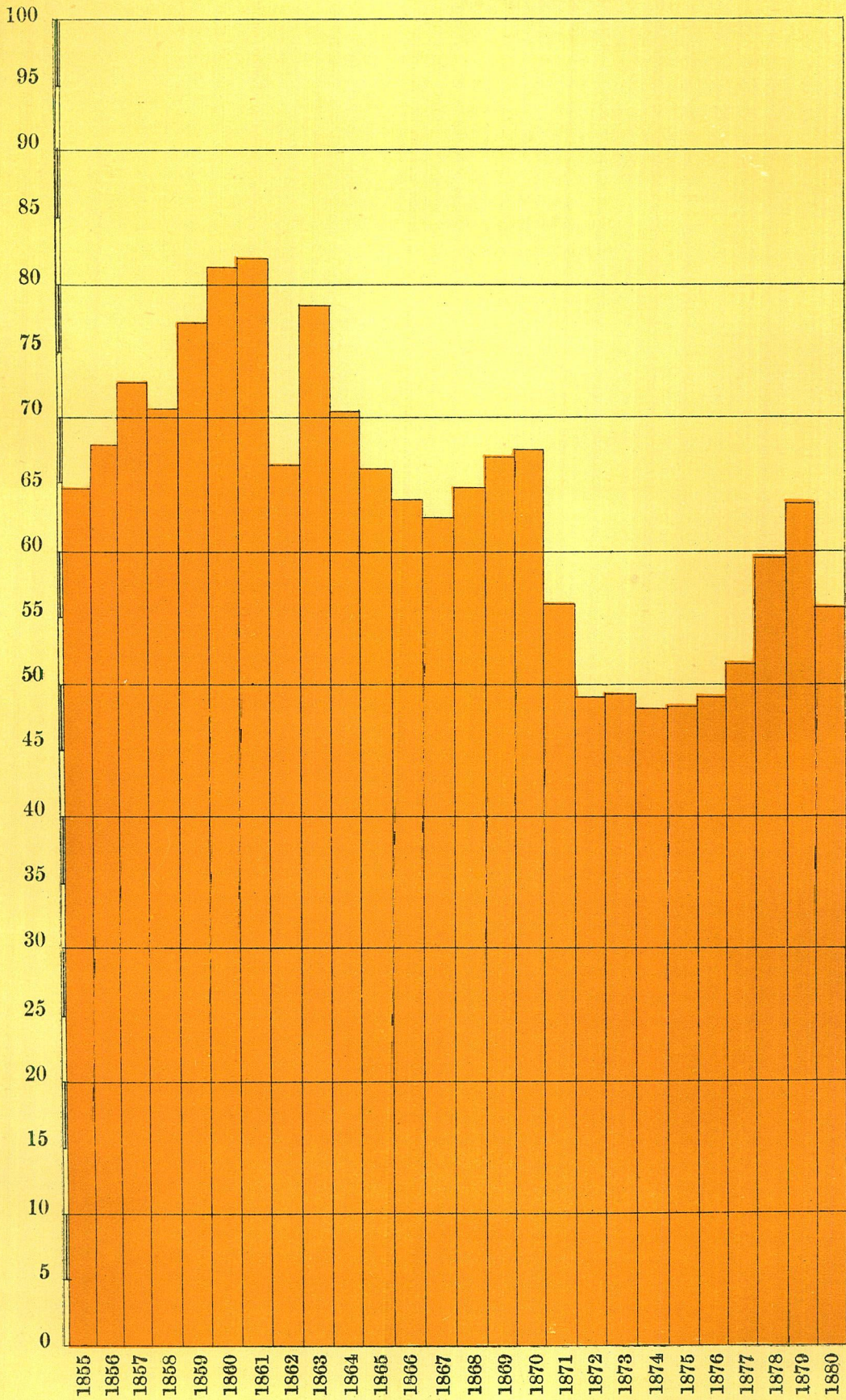
WORKING EXPENSES PER TRAIN MILE.

d.

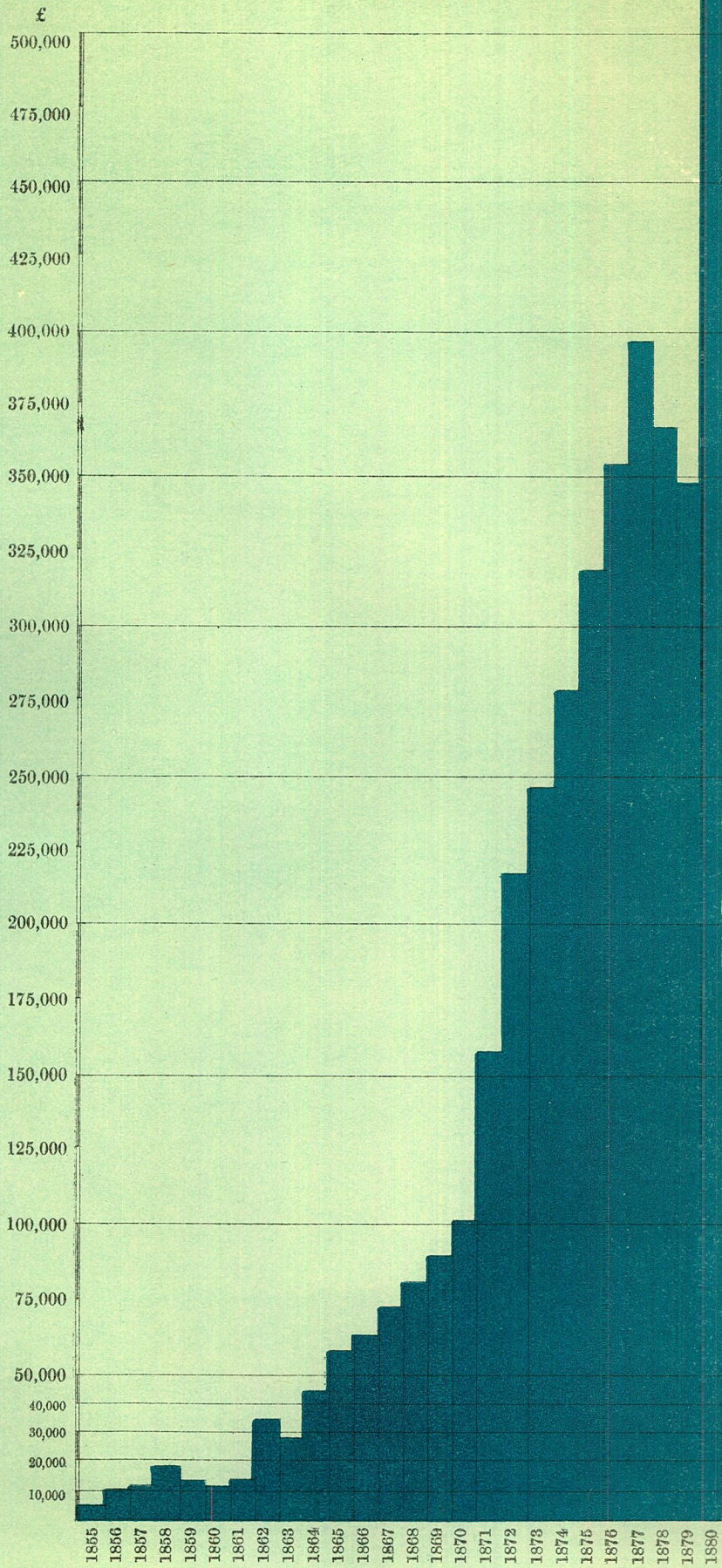


PERCENTAGE OF WORKING EXPENSES TO GROSS EARNINGS.

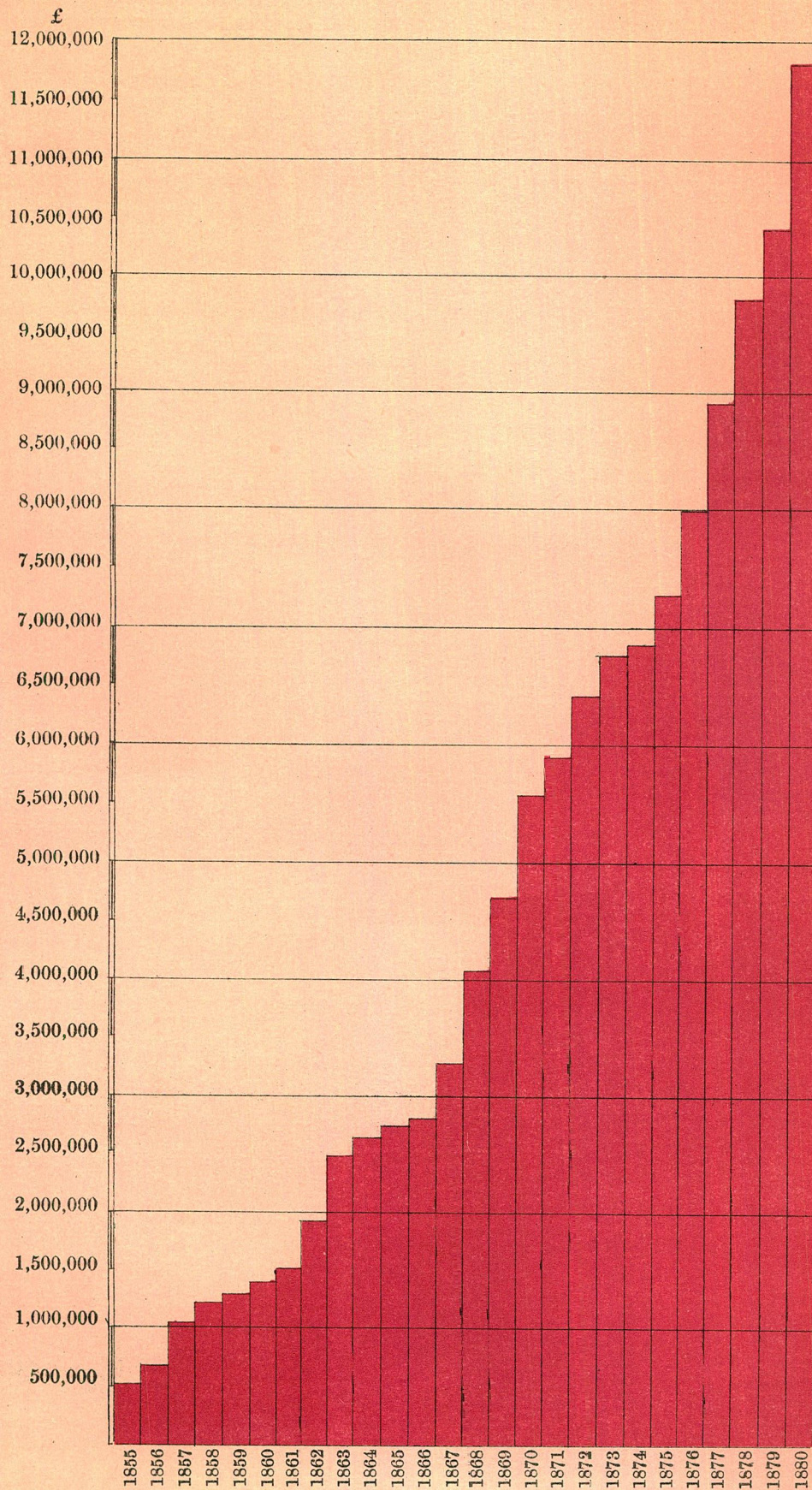
PER CENT.



NET EARNINGS.

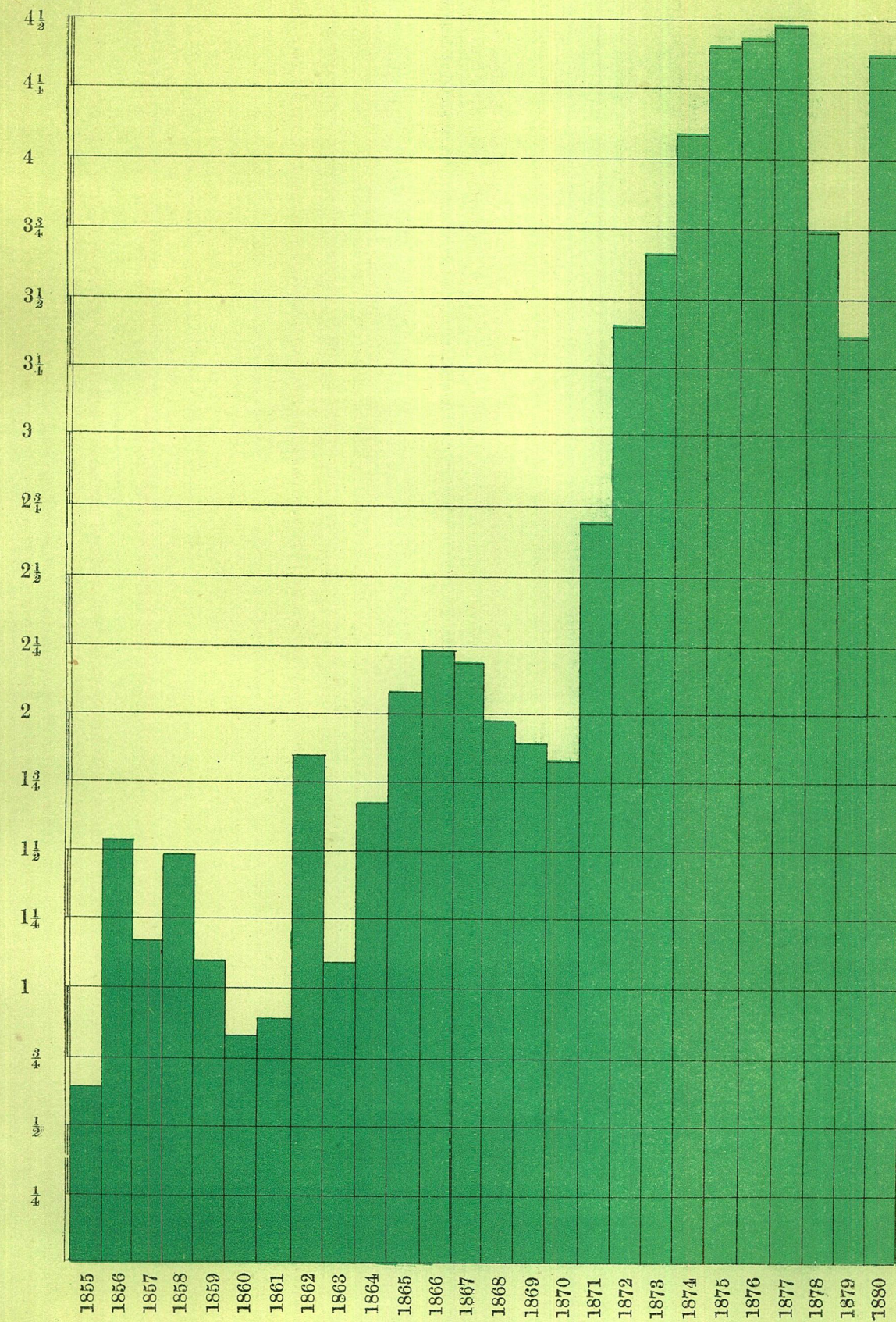


CAPITAL INVESTED IN LINES OPEN.



INTEREST ON CAPITAL.

PER CENT.



LIST OF TOWNS WITH THE NAMES OF THE RAILWAY STATIONS TO WHICH GOODS SHOULD BE CONSIGNED.

GREAT NORTHERN LINE

Town	Railway Station	Town	Railway Station	Town	Railway Station
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga

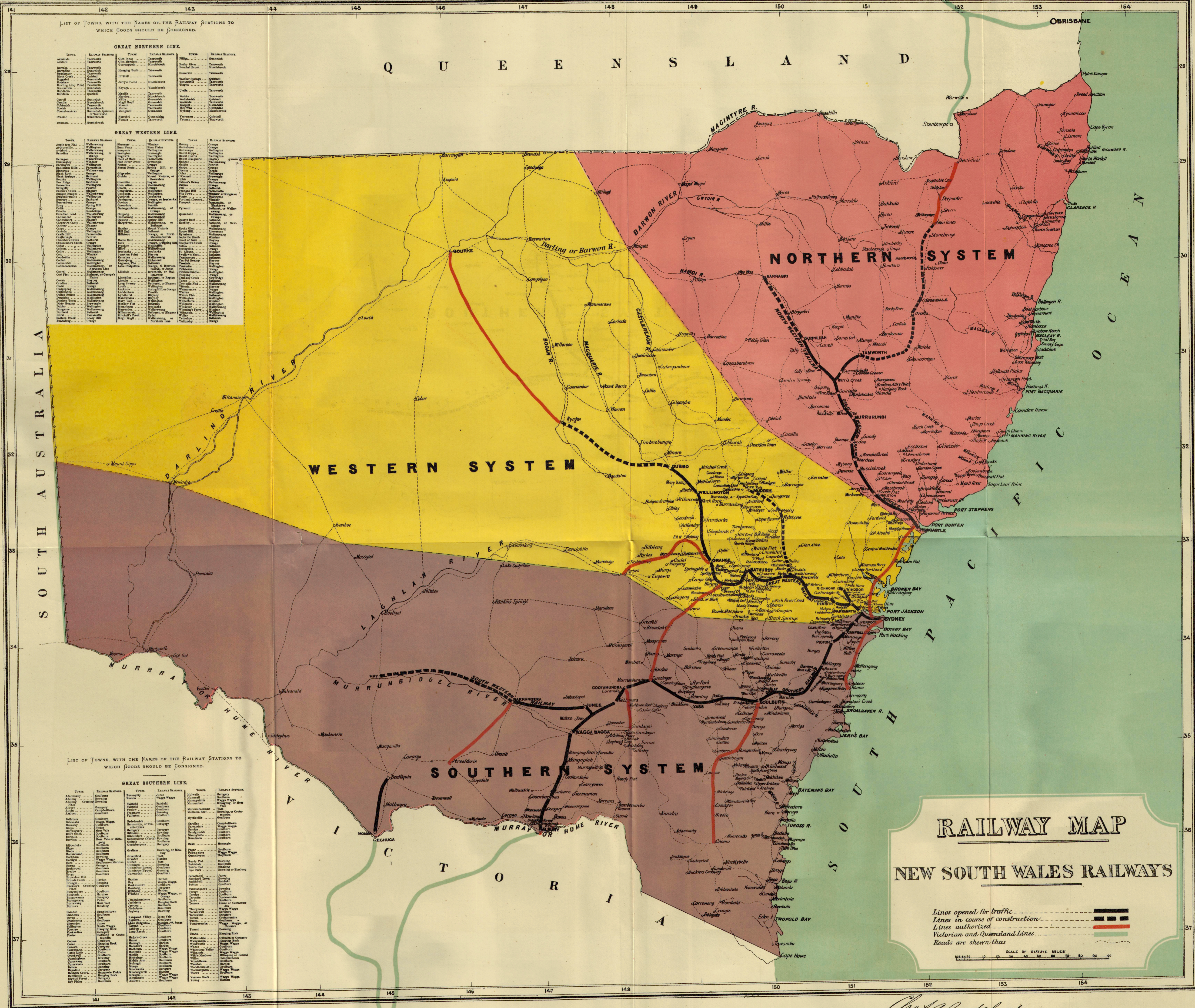
GREAT WESTERN LINK

Town	Railway Station	Town	Railway Station	Town	Railway Station
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga

GREAT SOUTHERN LINE

Town	Railway Station	Town	Railway Station	Town	Railway Station
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga
Armidale	Armidale	Orange	Orange	Wagga	Wagga

QUEENSLAND



RAILWAY MAP
NEW SOUTH WALES RAILWAYS

Lines opened for traffic
Lines in course of construction
Lines authorized
Victorian and Queensland Lines
Roads are shown thus

Charles Fodder
Commissioner for Railways, 1 July, 81.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY TRIAL SURVEYS.

(PAPERS, REPORTS, &c.)

Ordered by the Legislative Assembly to be printed, 6 July, 1881.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 8th April, 1879. That there be laid upon the Table of this House,—

“Copies of all instructions given by the Government or the Secretary for Public Works, to the Engineer-in-Chief for Railways, or to any other person; also copies of all papers, letters, minutes, and reports having reference to Trial Surveys for Railways throughout the Colony, which have not already been laid upon the Table of this House; also a Report of the progress made and the amount of money expended on each line.”

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RAILWAY TRIAL SURVEYS.

A.

EXPENDITURE on Trial Surveys during 1876, 1877, 1878, 1879.

Particulars.	1876.			1877.			1878.			1879.			Total.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
Sydney to Illawarra.....	624	1	9										624	1	9	
Extension to Sydney	63	5	6	511	7	0	76	3	8				650	16	2	
Orange to Dubbo and Bourke	962	11	2										962	11	2	
Wallerawang to Mudgee.....	3,818	6	1	954	18	10	16	5	9	1,064	13	11	5,854	4	7	
Yass to Cootamundra	1	19	5										1	19	5	
Junee to Narrandera	1,182	6	2	181	15	4				28	7	4	1,392	8	10	
Orange to Wilcannia	595	11	2	3,373	17	6	3,083	15	4	1,474	2	10	8,527	6	10	
Tamworth to Armidale	2,390	8	8	3	12	10	72	2	6				2,466	4	0	
Werris Creek to Gunnedah	703	9	7										703	9	7	
Clarence to New England	886	8	2				306	0	5				1,192	8	7	
Wyon to Casino	85	13	8										85	13	8	
Iluka to Woodburn.....	253	4	6										253	4	6	
Sydney to Newcastle	1,843	3	3				*258	19	1	4,072	3	7	6,174	5	11	
Armidale to Glen Innes	882	6	4	2,461	15	2	54	1	6	1,060	13	8	4,458	16	8	
North Shore to Manly Beach.....				196	12	2							196	12	2	
Suburban Line (City and do.)				1,359	13	2	1,823	17	9	532	18	0	3,716	8	11	
Moss Vale to Berrima.....				162	10	8							162	10	8	
Wagga to Albury.....				631	1	10	164	3	1				795	4	11	
Wellington to Dubbo				81	11	7							81	11	7	
Dubbo to Bourke.....				1,820	17	4	1,670	15	4				3,491	12	8	
Moama to Deniliquin				83	7	7							83	7	7	
Glen Innes to Tenterfield.....				239	15	2							239	15	2	
Windsor to Singleton				384	12	8	2,977	17	3				3,362	9	11	
Molong to Manildra.....							315	14	0	72	14	9	388	8	9	
Jerilderie to Hay							486	13	5	30	18	11	517	12	4	
To connect Bombala with S. Railway							1,905	12	5	4,207	0	7	6,112	13	0	
Hanging Rock to Hay.....							10	16	10				10	16	10	
Narrabri to Barwon River							290	14	9				290	14	9	
Glen Innes to Inverell							26	10	9				26	10	9	
Gunnedah to Narrabri.....							1,232	8	3				1,232	8	3	
Narrabri to Moree							15	14	11				15	14	11	
Inverell to Moree.....							38	6	9				38	6	9	
Tamworth to Uralla.....							33	3	6				33	3	6	
Morpeth to Woodford.....							124	14	5				124	14	5	
Tamworth to Tenterfield and Queensland Border							171	16	6				171	16	6	
Tamworth to Glen Innes							104	5	7				104	5	7	
Tramways										22	1	11	22	1	11	
Blayney to Young										8	0	8	8	0	8	
Blayney to Murrumburrah.....										1,007	6	6	1,007	6	6	
Carcoar to Forbes.....										138	11	4	138	11	4	
Raglan to Mudgee.....										62	9	5	62	9	5	
Narrandera to Urana										135	13	1	135	13	1	
Connecting Northern and Western Lines... Gunnedah to Narrabri, and Narrabri to the Barwon										32	14	7	32	14	7	
Totals.....	£	14,292	15	5	12,447	8	10	15,260	13	9	14,777	8	10	56,778	6	10

* Via Brisbane Water.

General Reports.

No. 1.

General Report on Trial Surveys.

Wagga Wagga to Albury.

The plan and book of reference have been approved by Parliament, and the amount required for constructing the line, £680,000, has been placed on the Loan Estimates.

Wallerawang to Mudgee.

The plans, &c., are ready for Parliament, and the sum of £892,500 has been placed on the Loan Estimates.

Hanging Rock to Deniliquin.

The plan, &c., of this length are ready to lay before Parliament.

Junee to Narrandera.

Money was voted for this length in 1876. The working plans and sections are complete, and tenders could be invited at an early date.

Dubbo towards Bourke.

The surveyors are employed on this length. The country is destitute of water and grass.

Orange towards Wilcannia.

Four surveyors are employed on this.

Tamworth

Tamworth towards Tenterfield.

The plans and sections of the route *via* Inverell have been ready since October, 1875. The survey of the lines *via* Armidale and Uralla will be finished shortly, when comparative estimates can be prepared of the numerous lines north of Tamworth, and the line to be recommended for adoption determined by the Government.

Berrima line.

The trial survey of this line is finished.

Sydney and Suburban lines.

Seven (7) surveyors are employed on these lines.

J.W., 19/9/77.

No. 2.

The Engineer in Chief to The Commissioner for Railways.

Trial Surveys to Berrima.

3 October, 1877.

TRIAL surveys have been made from the Great Southern Railway to Berrima, as shown by the accompanying diagram.

The first line surveyed leaving the Southern Railway at the point marked A, $1\frac{1}{2}$ mile north of the Moss Vale Station and 84 miles from Sydney, has been brought through D and C to the point marked G, about 30 chains south of the bridge over the Wingecaribee, in Berrima.

The works on the portion of this line between D, C, and G being rather heavy, a second line was surveyed, as shown by the line ADF, terminating near the Main Southern Road, at a point about 70 chains from the Wingecaribee Bridge.

The works on this second line are much the lightest, the estimated quantity of earthwork as taken from the section on line ADF, being 18,000 cubic yards against 50,000 cubic yards on line ADCG. The length of line ADF being 4 miles and 10 chains, against 4 miles 40 chains by the line ADCG.

A third line has been surveyed, leaving the Southern Railway at the point marked B, and shown through C to G, slightly shorter than the former line, but requiring curves of shorter radii and having no special advantage over the lines before mentioned.

A traverse has been surveyed (and a section plotted) as shown by the dotted lines from F and G to H, at the coal mines on Cataract Creek, which proves that a fair inexpensive line of railway, about $4\frac{1}{4}$ miles in length, may be constructed from either F or G to the cliff at H, which overhangs the gully in which the present limited workings for coal are being carried on.

Estimated cost of line described as ADF, length 4 miles and 10 chains, £35,722 7s. 10d., which includes one mile and a half of sidings at the junction with the main line and at the Berrima station.

Estimated cost of line described as ADCG, length 4 miles and 40 chains, £43,168 8s., including sidings similar to the above at the junction with the main line and at Berrima.

J.W.

No. 3.

Annual Report on Trial Surveys.

Railway Surveys.

22 December, 1877.

In compliance with the Minister's request, I submit the following Report on Railway Surveys:—

Trial Surveys completed for which money has not been voted by Parliament.

Redfern to Hunter-street.

Redfern to Circular Quay.

Surveys for Suburban Railways, leaving the Southern Railway about 50 chains from the Redfern terminus, through Waterloo, Randwick (with branch to racecourse), Coogee, Waverley, Woollahra, Glenmore Road, Darlinghurst, and Woolloomooloo, to junction with proposed city extension near Hunter-street.

Wallerawang to Mudgee.

These surveys have been carefully revised, and the permanent staking of the line can at any time be proceeded with.

Musclebrook to Mudgee.

Southern Railway to Berrima.

Hanging Rock to Deniliquin.

The following trial surveys are also completed:—

				South Grafton to Glen Innes.
				Moleville to do.
Clarence to New England	...	...		Laurence to Tenterfield.
				Wyon to Casino.
				Iluka to Woodburn.
				Balmain to Wollongong.
Sydney and Illawarra	...	...		Liverpool to do.
				Campbelltown to do.
				Wollongong to Kiama.

Surveys of lines for which money has been voted by Parliament.

Junee to Narrandera.

The final surveys of this line are completed, with the working plan and section.

Tamworth

Tamworth to district of Armidale.

Various surveys through this district have been completed, including those from Tamworth via Manilla, Barraba, Inverell, to Tenterfield, and Tamworth via Uralla, Armidale, and Glen Innes, to Tenterfield, with deviations passing 5 miles westward of Armidale, &c. The permanent staking can be immediately proceeded with, when the route that the extension beyond Tamworth is to take has been decided upon.

Surveys now in course of preparation.
Branch to Botany from Suburban lines.

Dubbo to Bourke.

The survey of this line has been carried forward during the last five months under most unfavourable circumstances, owing to the very great scarcity of water and grass, but will in all probability be completed early in January.

Orange to Wilcannia.

Various surveys have been made between Orange, Parkes, and Forbes, and are being continued towards Condobolin. One surveyor is now occupied in examining the country between Condobolin and Wilcannia, and on receipt of his report arrangements will be made for completing the survey of this line to the Darling.

Windsor to Singleton.

Surveys are now being made leaving the Blacktown and Windsor line near Mulgrave, crossing the Hawkesbury below the confluence of the Colo, and thence in the direction of the Bulga Road to the Northern Railway near Singleton.

Distribution of the staff of Surveyors.

Dubbo to Bourke	...	...	...	...	...	...	...	...	3
Orange towards Wilcannia	...	...	...	...	...	...	...	...	4
Windsor towards Singleton	...	...	...	...	...	...	...	...	3
Branch to Botany	...	...	...	...	...	...	...	...	1
Taking additional levels, &c., for amending suburban surveys	...	...	...	...	...	...	...	...	4
In head office	...	...	...	...	...	...	...	...	3
									18
Total	...	...	...	...	...	...	...	...	18

JOHN WHITTON.

No. 4.

The Engineer-in-Chief to The Commissioner for Railways.

10 January, 1878.

Railways in the Riverina District.

WITHOUT offering any opinion upon the locking of the river Murray, I desire to point out the importance to this Colony of constructing a railway through the centre of what is called Riverina, commencing at Hanging Rock by a junction with the line from Wagga Wagga to Albury, and passing through Urana and Jerilderie to Hay on the Murrumbidgee, with a branch to Deniliquin.

I know of no railway in this Colony more required, or one which would be of more real value to New South Wales.

The large area of country lying between the rivers Murrumbidgee and Murray, although in New South Wales, practically belongs to Victoria, all produce being sent to, and all stores imported from, that Colony.

The trial surveys from Hanging Rock to Deniliquin have been completed some time. The survey from Jerilderie to Hay would take only a very short time to make, as the country is practically level. The works on these lines would be the lightest ever undertaken in this Colony; the cost would most probably be under £5,000 per mile.

J. W.

No. 5.

Minute Paper.

Subject: Railway communication between Sydney and Adelaide.

17 April, 1878.

I THINK railway communication with South Australia of very considerable importance.

The most direct route would be by leaving the Southern Railway near to Cootamundra and continuing north-west in almost a straight line to Booligal and Pooncaira. Beyond this point it will be necessary to know the direction of the South Australian line before any position can be determined upon where to cross the boundary between the two Colonies.

The length of railway to be made by the New South Wales Government from Cootamundra to the border would be about 450 miles.

With reference to the alternative proposal made by the South Australian Government, to extend their railway system to Wentworth, in New South Wales, for the purpose of joining the proposed railway to Wentworth recently suggested by the Victorian Government, I advise the Government of this Colony to positively refuse to grant any such concession, as this would place Victoria and South Australia in direct railway communication, which would very injuriously affect the interests of New South Wales.

If it be considered desirable to take this railway to Wentworth instead of Pooncaira, it can be easily done by making the direction of the line, after leaving Booligal, almost due west; this, however, I would not advise, as I think the interests of New South Wales would be better served by crossing the Darling in the neighbourhood of Pooncaira.

JOHN WHITTON.

No. 6.

The Engineer-in-Chief to The Commissioner for Railways.

Sydney, 11 July, 1878.

Suggested Railway Extensions.

As requested by the Minister, I have had a map prepared showing lines which I think would, if constructed, be of great advantage to the Colony.

A line has been surveyed from Hanging Rock to Deniliquin, passing through Urana and Jerilderie, and a trial survey is now being made from Jerilderie to Hay—the length of the latter being about 80 miles. This line I would continue across the Murrumbidgee at Hay, as shown in a full red line on the map, to Pooncaira, or some other point on the Darling River, to meet a line which has been projected from South Australia, and is now in course of construction as far as the North-west Bend on the river Murray.

The South Australian line might be extended to some agreed point to join the Railway system of this Colony.

Surveys are being made from Orange to Wilcannia, and I suggest that a branch line be surveyed leaving this line near to the Willandra, Billabong, and joining the line from Hay to Pooncaira.

This would enable passengers to go either from the Southern or Western Districts direct to South Australia.

If the line from Wallerawang to Mudgee be sanctioned, I would continue that extension to Gulgong, and join the Northern Railway at Quirindi, thus forming a direct line from Queensland to Sydney without the necessity of a sea voyage.

A line should also be constructed leaving the Western Railway near to Blayney, passing through Cowra and Young, and joining the Southern Railway near to Cootamundra.

The lines from Windsor to Singleton, and from Gunnedah to the Barwon at Mungindi, are now being surveyed.

From Dubbo to Bourke the surveys are completed.

Other lines will have to be constructed, but those I have named are, in my opinion, most urgently required.

JOHN WHITTON.

No. 7.

Annual Report on Trial Surveys.

Sydney, 30 December, 1878.

Railway Surveys.

THE following is a list of trial surveys, &c., completed or in hand :—

Tamworth to the Queensland Border via Tenterfield.

Trial surveys are completed to the Queensland border, and the length from Tamworth to Uralla is now being permanently staked for contract.

The heaviest portions of the trial section at the Black Mountain, Ben Lomond, and Bolivia, are also being worked up, so that the permanent staking may be continued from Uralla northwards without delay.

Orange to Wilcannia.

Trial surveys are completed from Orange, *via* Parkes and Forbes, to Condobolin, and thence for about 100 miles westward towards Wilcannia—the remainder of this route is now being surveyed.

Southern Railway to Cooma.

Trial surveys are now being carried out from Bredalbane and from Gunning. The first, *via* Bungendore and Queanbeyan; and the second, *via* Gundaroo and Queanbeyan to Cooma.

Trial surveys completed.

City extension.	Cootamundra to Gundagai.
Suburban trial surveys.	Hanging Rock to Deniliquin.
Eastern suburbs.	Jerilderie to Hay.
Botany, Sans Souci, Glebe, and Parramatta River.	Grafton to Glen Innes.
Mulgrave to Singleton.	Lawrence to Tenterfield.
Parramatta to Wolombi Road (8 miles north of Hawkesbury River).	Wyon to Casino.
Wallerawang to Mudgee.	Iluka to Woodburn.
Musclebrook to Mudgee.	Balmain to Wollongong.
Dubbo to Bourke.	Liverpool to Wollongong.
	Gunnedah to Narrabri.
	Campbelltown to Wollongong.

A trial survey is being made from Narrabri to cut the Queensland border at Mungindi on the Barwon.

A trial survey is being made from the Southern Railway, *via* Peat's Ferry and Brisbane Water, to join the Northern Railway near Hexham.

J.W. W.H.Q. 30/12/78.

No. 8.

The Engineer-in-Chief to The Commissioner for Railways.

Proposed Railway lines for which tenders could be invited shortly.

4 February, 1879.

As requested by the Minister, I have made careful inquiries as to the completeness of the surveys for the different lines of railway, and I find that those named below, or portions of them, could be got ready to call for tenders in a few weeks after their construction had been sanctioned by Parliament.

JOHN WHITTON.

List

List of proposed lines referred to—

Dubbo to Bourke	227 miles.
Junee to Narrandera (this length has been permanently staked, and working section completed)	64 "
Gunnedah to Narrabri	60 "
Wallerawang to Mudgee	84 "

Twenty miles have been carefully surveyed, and tenders might be invited for this length in two months after approval by Parliament. The remaining portion would take several months to prepare working surveys.

Proposed Railway Extensions.

Extension.	Length.	Estimated cost exclusive of land and compensation	Estimated time required to complete.	Estimated amount required per month from 1st July, 1879.	Estimated amount required to be forwarded to England immediately for purchase of Permanent Way materials.	Remarks.
Dubbo to Bourke	Miles. 227	£ 1,450,000	4 years	£ 23,000	£ 87,500 (materials for $\frac{1}{2}$ of this length).	
Junee to Narrandera	64	384,000	2 years	12,000	Materials in the Colony	
Gunnedah to Narrabri	60	370,000	2 years	11,500	90,000	
Wallerawang to Mudgee	84	892,500	First 20 miles, 1 year.	For first 20 miles } 15,000	30,000	20 miles nearly ready.
Extension into Sydney	.....	300,000	2 years	11,500	25,000	
*Suburban Line	10					
Tamworth to Tenterfield	209	2,211,208	3 years from Tamworth to Uralla.	From Tamworth to Uralla, 19,000	Materials for 60 miles in the Colony.	

* Will not be ready to invite tenders until 1880.

No. 9.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

18 August, 1879.

MEMO.—In accordance with your verbal instructions of the 16th instant, I have made the following arrangements for carrying out the undermentioned railway surveys:—

Blayney to Murrumburrah.

Mr. Hogg has left Sydney for Blayney to examine the country as far as Cowra, and Mr. Walker will leave in a day or two and take up the first length of the trial survey from Blayney. Mr. Hogg, on completing the exploration, will, in conjunction with Mr. Walker, carry on the trial survey to Cowra. Mr. Hotson has to-day been instructed to procure a camp equipment, and to proceed to Murrumburrah to work *via* Young to Cowra, and Mr. Moore on receiving his appointment will be instructed to go to Cowra to work to meet Mr. Hotson.

Narrandera to Hay.

Mr. Bonney has already commenced the trial survey of this proposed extension of the South-western Railway.

Mr. Davidson has to-day received instructions to procure a camp equipment, and to join Mr. Bonney as an assistant; and Mr. Smyth is now making preparations to start for a point about midway between Narrandera and Hay, to take up the latter half of the trial survey.

I propose to visit this district as soon as possible after I return from an inspection of the Wallerawang and Mudgee surveys, to arrange if practicable for the permanent staking of the extension to Hay, to follow immediately upon the trial survey.

Wallerawang to Mudgee.

Mr. Kennedy left for Wallerawang this morning to commence the permanent staking of this line. Amended trial surveys are being completed as far as Capertee Camp. I have been able to determine the position of the final tangent lines up to this point. Mr. Mackenzie leaves as soon as he has procured his camp equipment, and will proceed ahead of Mr. Kennedy, clearing and staking the tangent lines. Messrs. Prevost and Carter have been engaged for some time in cross levelling the very heavy portion of the line passing through Capertee.

I leave for Round Swamp to-morrow evening, to go over the portions that have been cross levelled, and to arrange for amended surveys where they may be required.

Uralla to Tenterfield.

Messrs. Francis, Houghton, Vine, Napier, and Hoyle have for some time been engaged on the permanent staking between Uralla and Glen Innes. 18 miles of this section are now plotted, and the tangent lines are fixed to within 15 miles of Glen Innes. This work has been much delayed by the excessive number of wet days during the winter months, and by additional surveys that have been made for the proposed deviation in the vicinity of Armidale of the route sanctioned by Parliament, which passes 6 miles westward of the town. Mr. Carver is also engaged in making amended surveys between Glen Innes and Tenterfield. Considerable improvements have already been made at Bolivia, and I am hopeful that further improvements may be made between Bolivia and Tenterfield.

Great Southern Railway to Monaro.

Messrs. Stephens and Daniels will shortly complete a trial survey between Goulburn and Bungendore, *via* Tarago. Mr. Warren has just completed the survey from Bungendore to Michelago, *via* the Burrah Creek, and has started the trial survey between Michelago and Cooma. Mr. Randall has surveyed a practicable route from Queanbeyan to the tableland south of the town, and is now working to join Mr. Warren's survey near Michelago, and Mr. Simpkins is making a trial survey between Cooma and Bombala.

I am now preparing diagram, plan, and section of the surveys in this district, which will include lines from Goulburn, *via* Tarago, to Bungendore, and from Bredalbane, *via* Lake George and Collector, to Bungendore, from Bungendore, *via* the Burrah Creek, to Michelago, and from Bungendore, *via* Queanbeyan, to Michelago, with an alternative line from Lake George, *via* George's Gap, to Queanbeyan, to a junction with the Queanbeyan and Michelago line.

There is also another surveyed line from Gunning, *via* Gundaroo, to a junction with the line from George's Gap, to Queanbeyan, and the line now in progress of survey from Cooma to Bombala.

Sydney to the Northern Railway.

Mr. Millner will complete by the end of the present month the trial survey between the head of Lane Cove and Parramatta. Messrs. Herbert and Halligan are now cross levelling on the very difficult approach to the Hawkesbury River at the proposed crossing at Croppy Point. Mr. Cumming is now engaged on the survey of an alternative line from Cooranbung to Maitland, after which he is to make a complete survey of all the coal lines connecting with the Northern Railway. Diagram, plan, and section are now nearly completed of the surveys made and in course of progress in this district, comprising trial surveys from Homebush and Parramatta, *via* the head of Lane Cove and the Peat's Ferry Road, to the Hawkesbury at Croppy Point; thence to the east of Lake Macquarie and to Hexham, with an alternative line to Waratah and another to Maitland. From Parramatta to a crossing of the Hawkesbury, about 7 miles east of Wiseman's Ferry; thence to St. Albans; and thence, *via* Wollombi, to Allandale.

It is between St. Albans and Cessnock that Messrs. Manly and Fitzgerald are now engaged, and from Mulgrave to a crossing of the Hawkesbury, near its confluence with the Colo River; thence by the general direction of the Bulga Road to Singleton.

Orange to Wilcannia.

This survey has now been completed, and Mr. Townsend is expected to reach Sydney at the end of the present month, when he will complete the plan and section between Condobolin and Wilcannia.

Gunnedah to Narrabri.

I propose shortly to send Mr. Thompson to take cross levels when necessary on the trial survey of this extension, to enable me to determine the tangent lines for the permanent staking, and to make a trial survey from the point where the original trial survey crossed the Namoi to a point opposite the town of Narrabri, on the south side of the river.

Dubbo to Bourke.

As Mr. Hardy is being recalled from the Wagga and Albury contract, and Mr. Millner will complete his present survey about the end of this month, I propose to send these two surveyors early next month to Dubbo to permanently stake out this extension as far as Narromine, while from this point the contract to Bourke may probably be let upon the trial section.

The following is a list of the surveyors employed:—

At £400 per annum.	£350.	£300.	£250.	£150.
Kennedy Francis Mackenzie Stephens	Hoyle Carver Hardy Warren Cumming Manly Townsend	Hogg Daniels Simpkins Millner Herbert Fitzgerald	Thompson Hotson Walker Moore Bonney Smyth Prevost Houghton Vine Napier Randall	Carter Halligan Davidson
Total, 31.			H.P., 18/8/79.	J.W., 23/9/79.

Tramway from Redfern to Hunter-street.

No. 10.

The Engineer-in-Chief to The Commissioner for Railways.

Proposed Tramway from Redfern Station to Hunter-street. 5 February, 1879.

I FORWARD for the information of the Minister a plan and section of the proposed Tramway from the Redfern Station to Hunter-street.

After leaving the Redfern Station, on the arrival side, the line will pass down George-street as far as its junction with Pitt-street, then along Pitt-street through Belmore Gardens to Elizabeth-street, and continue along the centre of that street to Hunter-street.

The smallest radius of a curve will be 100 feet, and the steepest incline 1 in 17.

If engines be used to draw the cars, a double line will have to be laid in (to enable the engines to run round the cars) at the Redfern Terminus and also at Hunter-street.

JOHN WHITTON.

City.

No. 11.

The City Engineer-in-Chief to The Commissioner for Railways.

Minute Paper.—Extension into the City of Sydney.

Office, Sydney, 31 October, 1877.

A LINE is now being staked from the Redfern Terminus, passing the western extremity of Carter's Barracks, through Belmore Gardens, crossing Elizabeth-street near its junction with Hay-street, thence crossing

crossing Goulburn and Liverpool Streets through Hyde Park, running parallel to Elizabeth-street as far as William-street, from which point the line bears in a westerly direction, passes under Elizabeth, Castlereagh, Market, and King Streets, and terminates at Hunter-street.

The greater portion of the centre line has been staked out and levelled, and the working plan and section is being plotted. Cross sections have then to be taken to enable the working drawings to be proceeded with. The whole of the details of all properties affected by this proposed extension have been accurately surveyed and plotted to a large scale.

Surveys for proposed Suburban Railways.

Surveys have been made and a plan plotted which embraces the whole of the City of Sydney, and the suburbs of Waterloo, Randwick, Waverley, Woollahra, Paddington, Glenmore Road, Darlinghurst, and Woolloomooloo. Levels have been taken over all portions of these suburbs, and the heights have been figured on the plan. A line is now being staked and levelled in the following directions:—

Leaving the Southern Railway about 54 chains from the Redfern Terminus, near the existing carriage-shed, curves in an easterly direction, passing the tannery of Messrs. York and Walsh, crosses the Botany Road near the manufactory of Messrs. Goodlet and Smith, and thence passing Hinchcliffe's woolwashing establishment crosses the Bunnerong Road and skirts the southern boundary of the Randwick Racecourse (a branch being taken to the western boundary of the course, terminating at a point near the A.J.C.'s members' carriage entrance). From the Bunnerong Road the line is taken over the Randwick Hill, passing to the south of the Asylum, and thence crossing the Coogee Road near Byron Lodge, bears in the direction of Waverley, passing about 15 chains to the west of Charing Cross; thence crossing the Old South Head Road near the upper toll-bar, passes to the Double Bay Valley, crosses the Edgecliffe Road, Ocean-street, and Point Piper Road to the head of Rushcutter's Bay; thence crossing the Glenmore Road to Darlinghurst and Woolloomooloo, running parallel to Stanley-street and joins the city extension where the latter line crosses Elizabeth-street.

The centre line of the suburban line has been staked and levelled from the starting point near Redfern to Woollahra, including the branch to the Randwick Racecourse, and the plan and section is being plotted.

JOHN WHITTON.

No. 12.

The Engineer-in-Chief to The Commissioner for Railways.

Reporting completion of Sydney and Suburban Trial Surveys.

18 April, 1878.

THE trial surveys are now completed of the extension of the Southern Railway from Redfern to Hunter-street, and also of the suburban lines passing through Paddington, Woollahra, Waverley, Randwick to Randwick Racecourse, through the Waterloo Estate, and joining the main line about 1 mile south of Redfern Station.

Surveys have also been made to Botany, La Perouse Monument near Botany Heads, the Glebe, and to the South Head.

I shall be glad to have instructions as to what further steps I am to take with reference to these extensions, so that the necessary plans, estimates, &c., may be prepared.

JOHN WHITTON.

No. 13.

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

Railway into Sydney.

7 December, 1878.

IN attention to the Minister's memo. of the 20th November, I have had a plan and section prepared of the line from Redfern to the Circular Quay, as described in the minute referred to. This line, after passing over the Haymarket, is to be continued by tunnel under Castlereagh-street to Hunter-street, and then by way of Bligh-street to Elizabeth-street and the Circular Quay.

The line now proposed by the Minister follows the direction of a line formerly proposed by me from Redfern, crossing Devonshire-street, Belmore Road, Hay-street, the Markets, Campbell-street, and Goulburn-street, and having a station near to Liverpool-street. From this point the underground portion commenced, by a tunnel under Castlereagh-street to a point midway between Park and Market Streets, and then diverged in a westerly direction under Market and King Streets to the site of the passenger station proposed to be erected between King and Hunter Streets.

The underground portion of the line was to terminate on the south side of King-street, thence in open cutting to the station ground, occupying the eastern half of the block of land situate between Castlereagh and Pitt Streets.

This station would be approached on the level, both from Hunter-street and Pitt-street, with steps from the platform into King-street and over the cab road into Foxlowe-place. There would have been three large platforms, the centre one 30 feet wide, and the two outside platforms 25 feet each, and of a length of 650 feet.

In connection with this line a single line of railway was to be continued along Castlereagh-street (from the divergence of the main line to Hunter-street) to Bligh-street, O'Connell-street to the Custom House on the Circular Quay.

This line provided for tramways all round the Circular Quay.

These lines, so far as relates to the tunnel under Castlereagh-street, were abandoned by me in consequence of an opinion which I obtained from a high legal authority, that if a tunnel were made under Castlereagh-street the whole of the land frontage to that street would either have to be purchased or compensation paid to an extent closely approaching the value of the land and buildings.

The

The line now proposed by the Minister is similar to the line just described, with the exception of the divergence from Castlereagh-street to the proposed station between King and Hunter Streets, the Minister's line continuing down Castlereagh-street to Bligh-street and Elizabeth-street. This line would be in tunnel about 1 chain north of Bridge-street, the remaining portion being an open cutting, entirely blocking up Elizabeth-street from Bridge-street northwards.

The approach to the Custom House proposed by me would have passed under Bridge-street by a tunnel midway between Elizabeth-street and Castlereagh-street, thus offering no obstruction to the approaches to the Circular Quay.

Upon the route proposed by the Minister there are to be three underground stations. The one at Bathurst-street would be 37 feet from the level of the street to the platform, necessitating the ascent and descent of 74 steps. The one at the school-house in Castlereagh-street would be 27 feet from road to platform level, and at Hunter-street about 36 feet, requiring respectively 54 and 72 steps.

In consequence of the narrowness of the street, being about 60 feet in width from the building line, the frontages would have to be purchased on both sides of the street for each underground station for a length of at least 400 feet.

At the Circular Quay there is not room for a proper terminal station, as the distance from Bridge-street to the Circular Quay is only 800 feet, and when the necessary sidings were laid in to at least three platforms the length of the platforms would be considerably reduced.

If the branch lines to Fort Macquarie and Dawes Point have to be made, it would be better to abandon the intention of having a passenger station at the Circular Quay, and use the Commissariat Stores only for the site of the passenger station.

By carrying out the branch lines, Phillip-street, Castlereagh-street, Pitt-street, and the three road approaches from the Queen's Wharf to George-street, would be closed or crossed on the level.

The Minister refers in his memo. to one proposal only of mine for an extension into Sydney, and this was the last one submitted, not as being the best scheme, but the cheapest proposal yet made, if the Circular Quay is to be made the terminus of the railway.

This line, after leaving Redfern Station, crosses Devonshire-street, the old Burial Ground Road, Elizabeth-street, Goulburn-street, where a station would be provided between Goulburn and Liverpool Streets.

From Liverpool-street the line would be in tunnel under Hyde Park and College-street, near its junction with William-street, crossing Boomerang Road on the level, where a station would be formed; thence over Woolloomooloo-street, through the Outer Domain, partly in tunnel near the Botanical Gardens in the Inner Domain, and by tunnel under Macquarie-street to the Circular Quay, where a terminal station was proposed running direct west to Pitt-street.

This line was proposed by me on the ground of cheapness over all other proposals, and because entering the Circular Quay in a westerly direction sufficient length could be obtained for a workable station, which is not the case with any proposal I have yet seen running north.

After abandoning the tunnel under Castlereagh-street, I proposed to follow the line last described from Redfern as far as Liverpool-street, thence by tunnel under Hyde Park, William-street, and Elizabeth-street, Market-street, and King-street, and to enter the station ground previously described between King-street and Hunter-street.

This, in my opinion, is the best suggestion yet made for a Sydney terminus. It would give every possible accommodation to the public, and could be approached on the level both from Hunter-street and Pitt-street. A lofty and handsome station could be erected with abundance of light and ventilation. The cost, I believe, would not much exceed that of the proposal now made by the Minister.

I still contend that there is no necessity to construct a line to Circular Quay, as there is little traffic to be obtained by doing so, either in goods or passengers, and nothing whatever to justify the great expense which would have to be incurred to reach it. The Darling Harbour Wharf is quite sufficient for any goods traffic which is likely to be shipped direct to or from the railway.

The demand for underground stations is made only by those who have never seen them; and I am satisfied that if such stations be ever built for the suburban traffic they will not only be found extremely inconvenient, but will be unanimously condemned.

I advise the Minister to abandon any intention he may have to build any station underground. Steps may have to be used to reach many suburban stations, but the station itself should be what is called a daylight station, having a lofty roof, and a space should be left at each end of every station, between the tunnel and the roof, for the purpose of ventilation; without this provision the station and tunnel will be constantly full of smoke and steam, as very little ventilation can be given through openings in the sides of the arch forming the station.

The estimated cost of this line, including tunnels, viaducts, sewers, retaining walls, stations, permanent way for double line and sidings (but exclusive of land and compensation) is £416,000.

I regret that the Minister should have been under the necessity of obtaining a plan and levels from the City Council. Had I been consulted in the matter, I could have supplied him with a better plan and levels of the street referred to than any I have seen belonging to the City Council, or than can be found in any other office in Sydney.

I forward herewith plan and section of the line proposed by the Minister.

JOHN WHITTON.

No. 14.

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

Extension of the Southern Railway from the Redfern Station into Sydney.

11 February, 1879.

AFTER leaving the present terminus at Redfern the line crosses over Devonshire-street, through a portion of the Police Barracks, over Belmore Road, Belmore Gardens, Hay-street, Campbell-street, and Goulburn-street, to a proposed station between Liverpool-street and Goulburn-street, thence under Liverpool-street, Bathurst-street, Park-street, and Market-street, by a tunnel midway between Castlereagh-street

street and Elizabeth-street. It is then continued by open cutting to King-street, enters the proposed terminal station, which will extend from King-street to Hunter-street, and from Castlereagh-street to Elizabeth-street, taking the frontages to all these streets.

I propose to erect the passenger station at the Hunter-street end, and to have three platforms about 600 feet each in length. The centre platform to be 28 feet in width, and the two outside platforms 22 feet 6 inches in width.

There will be six lines of rails through the station, the outside rails being intended for the arrival and departure of the through trains; the rails along each side of the centre platform are intended for the arrival and departure of the suburban trains; and the intermediate rails for spare carriages, horse-boxes, &c.

The total width of the station will be 141 feet to the outside of the arrival and departure platforms.

This space will be covered by a wrought-iron segmental roof in one span, and will be lighted from the top.

From the south end of the centre platform, I propose to have a staircase by which passengers can get direct into King-street; also to have a booking-office in King-street, so that passengers can enter the station and take tickets in that street, without having the trouble of walking to the north end of the station, or main booking-office, in Hunter-street, for that purpose.

From the section it will be seen that Devonshire-street will have to be lowered about 10 feet, and crossed by a wrought-iron bridge of 60 feet span, and a similar bridge over the corner of the Burial Ground.

Retaining walls will there be built as far as the Belmore Road, over which the railway will be carried by a wrought-iron bridge of 60 feet span.

Belmore Gardens will be crossed by an embankment averaging 25 feet in height.

Hay and Campbell Streets will be crossed by similar bridges to those over Devonshire-street and Belmore Road; and the space between Hay and Campbell Streets now occupied by St. Francis' Church will be passed over by a viaduct.

From Campbell-street to Liverpool-street, the line will be enclosed by retaining walls, and the station between Goulburn and Liverpool Streets can be approached by steps from both of these streets.

The tunnel from Liverpool-street to Market-street will be built in open cutting, and afterwards filled up to the present level of the ground, shafts being left for ventilation and light.

The passenger station will front Hunter-street, the face being kept back about 80 feet from the the southern alignment of that street, with a carriage entrance at the corner of Hunter and Castlereagh Streets. There will also be approaches to the platforms from Elizabeth, King, and Castlereagh Streets.

The length of the line will be about one mile and a quarter.

I have not had time to prepare an estimate of the cost, but it will probably be about £300,000, exclusive of land, houses, and compensation.

JOHN WHITTON.

Extension of the Railway to the Circular Quay.

It is proposed to construct a branch from a point on the line already described, starting on the north side of Market-street, thence bearing in an easterly direction to Elizabeth-street.

This line would enter a tunnel (803 yards in length) on the western alignment of Elizabeth-street, passing thence down the centre of that street to the intersection of Hunter-street, the rail level for this distance being on an average 47 feet below the street, leaving a depth of 23 feet of covering over the tunnel.

From Hunter-street the tunnel will take an easterly direction, passing under Bligh-street, O'Connell-street, and Spring-street; thence under Castlereagh-street, between the offices of the Colonial Secretary and those of the Minister for Lands; thence under Bridge-street, and terminating at a point about 35 links on the eastern side of Macquarie-place.

From this point the line will pass on the level along the southern boundary of Reiby-lane, across Pitt-street, Queen's Wharf-street, Argyle-street, to the southern boundary of Bethel-street.

It will be necessary to close Macquarie-place, and divert the street over the end of the tunnel, through the centre of the reserve between Macquarie-place and Bridge-street. Pitt-street and Queen's Wharf-street must be crossed on the level. Argyle-street will be closed, and the space from Queen's Wharf-street to Bethel-street, between Queen's Wharf and Lower George-street, resumed for the site of a terminus station.

In order to bring this line from the junction at Market-street to the level of the Wharf at the Circular Quay, a gradient of 1 in 50 will be used in the entire length of the tunnel, from near the junction to Macquarie-place.

No. 15.

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

Extension of the Railway to Circular Quay.

Office, Sydney, 19 February, 1879.

It is proposed to construct a branch from a point on the line already described, starting on the north side of Market-street; thence bearing in an easterly direction to Elizabeth-street. This line would enter a tunnel (803 yards in length) on the western alignment of Elizabeth-street, passing thence down the centre of that street to the intersection of Hunter-street, the rail level for this distance being on an average 47 feet below the street, leaving a depth of 23 feet covering over the tunnel; from Hunter-street this tunnel will take an easterly direction passing under Bligh-street, O'Connell and Spring Streets; thence under Castlereagh-street between the offices of the Colonial Secretary and those of the Minister for Lands; thence under Bridge-street and terminating at a point about 35 links on the eastern side of Macquarie-place. From this point the line will pass on the level along the southern boundary of Reiby-lane, across Pitt-street, Queen's Wharf-street, Argyle-street to the southern boundary of Bethel-street. It will be necessary to close Macquarie-place and divert the street over the end of the tunnel, through the centre of

of the reserve, between Macquarie-place and Bridge-street; Pitt-street and Queen's Wharf-street must be crossed on the level; Argyle-street will be closed, and the space from Queen's Wharf-street to Bethel-street, between Queen's Wharf and Lower George-street, resumed for the site of a terminal station. In order to bring this line from the junction at Market-street to the level of the Wharf at the Circular Quay, a gradient of 1 in 50 will be used in the entire length of the tunnel, from near the junction to Macquarie-place.

JOHN WHITTON.

No. 16.

The Engineer-in-Chief to The Commissioner for Railways.

Extension of the Railway into Sydney.—Mr. John Young's proposal.

10 April, 1879.

THE proposal of Mr. John Young in to-day's *Herald* is part of a scheme suggested by him some time ago, and is to my mind one of the most absurd propositions for a terminal station I have heard of in connection with the extension of the railway into Sydney.

This line would leave the Great Southern Railway at the Cleveland-street tunnel, making use in fact of the Darling Harbour Branch to a point about half-way between Ann-street and Macarthur-street; then passing over the sidings at the head of Darling Harbour; thence by tunnel under Kent and Clarence Streets, terminates with an underground central station at the corner of King and York Streets.

What sort of a station is to be provided here Mr. Young does not say, and instead of dealing in generalities it would have been better to have shown proper plans, with the requisite accommodation for a terminal station upon them. Supposing that Mr. Young could do this work in six months (which I do not believe), how can he call it a central station where it is, on the western side of the city?

Is this line to be continued to the Circular Quay; and if so, what amount of compensation would have to be paid for the destruction of property; and how many important streets would have to be crossed on the level?

Is this line to be connected with the suburban lines, and if so, how?

I cannot see any way of connecting the suburban lines with this proposed central station, except by continuing the line through the central station to the Circular Quay, or by carrying a line round by Daves Point to the same place, and then by extending through the Inner Domain to Woollloomooloo Bay, and on to Waverley, Woollahra, Raudwick, &c., thus taking all the suburban passengers, if they land at the central station, half round Sydney.

As a matter of fact there is not room for a central station at the place proposed by Mr. Young, and such a station placed underground would be an intolerable nuisance.

If the line be continued to the Circular Quay, the compensation to be paid for property would be immensely greater than upon the line to Hunter-street.

The station proposed is not a central station, but a station placed in a most inconvenient position.

Instead of this project costing £200,000, it would cost nearer £1,000,000. It would pass through private property for nearly $\frac{1}{2}$ of a mile, and cross the following streets:—Hay-street, Piper-street, Liverpool-street, Bathurst-street, Druitt-street, Sussex-street, Kent-street, Market-street, and Clarence-street. How these streets are to be crossed I do not know, nor, I dare say, does Mr. Young.

A station underground could be made between Market and King Streets, bounded by Castlereagh and Elizabeth Streets, by tunnelling under Hyde Park, at I believe about the same cost, as Mr. Young's proposal (setting aside his estimate), which would be more convenient for the general public than the one suggested by him in York-street.

1. Mr. Young's proposal would necessitate working the principal suburban traffic south of Sydney over a portion of the Darling Harbour Branch, which is partly on an incline of 1 in 40. This I need hardly say would be extremely objectionable.

2. There is not space for a proper central station at the corner of King and York Streets.

3. That to continue such line to the Circular Quay would cost immensely more for compensation, purchase of property, and cost of works than the proposal from Redfern to Hunter-street.

4. That no proposition is made in Mr. Young's scheme for the suburban traffic to the east of the city.

What does Mr. Young propose to do with the £200,000 named by him? Is this amount for works only, or does it include the purchase of land and compensation?

If for works only, the line would be more expensive than the present proposal from Redfern to Hunter-street, the estimated cost being £330,000, but this includes the terminal station buildings, platforms, roof, &c., which are estimated to cost £150,000. Deduct this sum from the total estimate and the works alone will only cost £180,000, leaving £20,000 available for a temporary station and platforms between King and Hunter Streets.

If this £200,000 is intended for works and purchase of land, the amount is absurd.

A few years ago Mr. Young visited America, the United Kingdom, and the Continent of Europe. During that visit did he see a terminal station in a tunnel, such as he is proposing at King-street, and if so, where was it?

Perhaps Mr. Young's next proposition will be to build houses without windows or fire-places, so as to test the value of a modification of the electric light, for which I can imagine him taking out a patent.

Any man sufficiently mad to propose a terminal station for the city of Sydney in a tunnel would not hesitate to try the experiment of building houses without windows, believing that an artificial light would be most conducive to health and general comfort.

JOHN WHITTON.

23

Suburban.

No. 17.

The Assistant Engineer for Trial Surveys to Mr. Francis.

21 July, 1877.

MEMO.—I wish you to check the lengths of the different lines and the angles shown on the attached tracing. Your book, as the road at the point marked A, does not come in as surveyed by Mr. Daniels.

HERBERT PALMER.

No. 18.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

26 October, 1877.

MEMO.—Attached is a tracing showing by a red line how I wish you to continue the staking of the line from Waverley to the Point Piper Road.

HERBERT PALMER.

No. 19.

The Assistant Engineer for Trial Surveys to Mr. Francis.

22 December, 1877.

MEMO.—I wish you to take cross levels at every second chain through your No. 3 curve (Hinchcliffe's wool-washing establishment). These levels should be taken at least 3 chains on the highest side, so that the quantities may be calculated for widened cuttings in the sand hills.

The level of commencement of curve No. 3 is 79.84.

Do. end do. 78.99.

HERBERT PALMER.

No. 20.

Mr. Francis to The Assistant Engineer for Trial Surveys.

Botany, 26 January, 1878.

Sir,

In reply to your memo. of the 24th instant, asking when the survey to La Perouse will be completed, I have the honor to inform you that a line from No. 2 on the Sydney-Randwick line to the Custom-house at La Perouse, the best I can find, after several attempts, is set out and 6 miles of it levelled. The total length will I think be between 7 and 8 miles. There then remains the check levelling and the survey of the detail; the latter is close, the line being convenient to the Botany Road. The time occupied in the completion of the work will depend on the extent of country you wish to have embraced in the survey.

I have, &c.,

A. FRANCIS.

I will this week ride over the line surveyed by Mr. Francis, and will then instruct him as to the amount of detail required to be surveyed.—H.P., 28/1/78.

No. 21.

The Assistant Engineer for Trial Surveys to Mr. Francis.

30 January, 1878.

MEMO.—Before determining what detail it is necessary to survey on the line you have staked to Botany I will go over the line with you, and wish you to meet me at this office on Monday morning next.

HERBERT PALMER.

No. 22.

The Assistant Engineer for Trial Surveys to Mr. Francis.

7 February, 1878.

MEMO.—I wish you to produce the centre line at La Perouse until you reach the high-water line, and to take the levels to that point, so that the section may be plotted to the water's edge.

HERBERT PALMER.

No. 23.

The Assistant Engineer for Trial Surveys to Mr. Francis.

15 February, 1878.

MEMO.—I shall require you to start a trial survey between the Southern Railway and the district of Monaro as early as practicable; you will therefore close your survey of detail on the Botany branch of the suburban trial surveys, and attend at this office on Monday, the 18th instant.

HERBERT PALMER.

No. 24.

No. 24.

Mr. J. Dawson to The Commissioner for Railways.

Sir, 136, Pitt-street, Sydney, 11 March, 1878.

I have the honor to call your attention to the fact of some surveyor or surveyors on the part of the Government having without my knowledge entered upon my land on the Parramatta River, opposite Spectacle Island, and known as "Birkenhead," for the purpose, as I have been informed, of making a trial survey in connection with a proposed railway from Sydney across Iron Cove and such river, and there felled some of the growing timber trees thereon, in lieu of (as I respectfully submit) such surveyor or surveyors "working round" them, a course attended with less loss of time than cutting down; but even if it were the readiest method, I respectfully urge that on a *trial* survey, not only the value of any timber destroyed, but the feelings of a proprietor of land, on which such a survey is made, should be to some extent considered, I for one having ever done my utmost to preserve timber in contradistinction to those who seem to revel in its destruction.

I have, &c.,

JOHN DAWSON.

Forward this to Mr. Whitton.—Ch. A. G., 30/3/78. Received.—W.H.Q., 2 April.
Mr. Hogg, for report.—W.H.Q., 5/4/78.

No. 25.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

MEMO.—On being informed that Mr. Dawson had complained of trees being cut down on his property on the Parramatta River by surveyors of this department, I immediately made inquiries, and ascertained that Mr. Hogg had cut some saplings on this property. I have instructed him that on no account are trees to be cut down on private property without the consent of the owners. I will also issue similar instructions to the other recently appointed surveyors who may not be aware of this rule of the department.

J.W., 22/3/78.

HERBERT PALMER.

No. 26.

Mr. Hogg to The Engineer-in-Chief.

Sir, Engineer-in-Chief's Branch, Sydney, 10 April, 1878.

In reference to Mr. Dawson's complaint as to my having cut down several of his trees while on a trial survey, I have the honor to state that I did cut down a few, I think three, small gum trees in a thickly timbered paddock on his land.

Had I considered them of the slightest value, either commercially or as objects of landscape beauty, I would have worked round them, though at great loss of time.

Regretting extremely the unintentional annoyance I have caused Mr. Dawson,—

I have, &c.,

CHARLES E. HOGG.

J.W.—11/5/78.

No. 27.

The Assistant Engineer for Trial Surveys to Mr. Francis.

Government Railways, Engineer-in-Chief's Branch, 25 April, 1878.

MEMO.—Be good enough to inform me when the field work of the line you are surveying between the Botany line and that to Sans Souci will be completed.

I am anxious for you to start as early as practicable to connect our trial surveys at Tenterfield with the surveys made by the Queensland Government between Stanthorpe and the boundary.

HERBERT PALMER.

Mr. Francis to Mr. Palmer.

Sir,

Cook's River, 27 April, 1878.

I expect to finish here on or about Thursday next.

A. FRANCIS.

Mr. Francis has plotted the survey mentioned in this memo., and I have instructed him to proceed to make the survey between Tenterfield and the Queensland border.—H.P., 8/5/78.

No. 28.

The Engineer-in-Chief to The Commissioner for Railways.

Suburban Surveys.

25 July, 1878.

On the 18th April last I forwarded a memo. (No. 78/224) to the Minister, reporting the completion of certain suburban surveys, and asking for instructions as to what further steps I should take with reference to them.

As I have not received a reply, probably the communication has been overlooked.

JOHN WHITTON.

No. 29.

Mr. Fitzgerald to The Engineer-in-Chief.

Sir,

19 September, 1878.

I beg to acquaint you that the survey on which I am engaged was stopped this day, 2:10 p.m., in consequence of the sentry at the Government Domain Gates refusing permission to enter to myself and party,

party, although I explained to him my duty ; he also twice refused to call the non-commissioned officer of the guard.

May I ask that some action be taken to prevent a recurrence of such delay.

I have, &c.,

M. FITZGERALD.

Mr. Fitzgerald is employed on the survey in connection with the extension of the railway into Sydney.—W.H.Q., 20/9/78. Under Secretary, B.C. Will Captain St. John kindly give permission to the party of surveyors to take levels in the Inner Domain, and cause the guard to be directed accordingly.—JOHN RAE. Guard warned not to interfere in future with Government officials on duty entering Inner Domain.—B. St. JOHN, A. de C. Mr. Palmer.—W.H.Q., 21/9/78. H.P., 26/9/78.

To connect the Great Southern Railway with Bombala.

No. 30.

The Colonial Secretary to The Secretary for Public Works.

My dear Sutherland,

In any trial surveys towards Monaro would you kindly direct a trial to be made of the line from Gunning to Gundaroo, Queanbeyan, &c., to Cooma.

Yours,

ML. FITZPATRICK,

2/1/78.

Mr. Whitton to note and consult Minister.—J.S., 2/1/78. Seen.—J.W., 12/2/78.

After consulting with the Engineer-in-Chief on this subject, Mr. Whitton will please have a trial survey made as required, and also to Breadalbane Plains ; and inform at once the Chief Secretary accordingly, and Mr. Murphy, M.L.A., that his verbal request has been complied with.—J.S., 12/2/78.

No. 31.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Branch, 19 February, 1878.

MEMO.—In compliance with your verbal instructions I have made arrangements for starting a trial survey from the Southern Railway to the District of Monaro.

The survey will be commenced at the 151st mile post on the 3rd Breadalbane Plain and 2 miles beyond the Breadalbane Platform. Mr. Mountain takes the first length, passing near to Collector and along the western bank of Lake George to its southern extremity ; from this point Mr. Daniels will continue the survey towards Bungendore and Queanbeyan. Mr. Francis will soon be ready to take up a length in advance of Mr. Daniels towards Cooma.

The trial survey will from this point be continued to Nimmitabel and Bombala.

J.W., 5/3/78.

HERBERT PALMER.

No. 32.

Mr. Mountain to The Engineer-in-Chief.

Progress report :—Trial Survey, Breadalbane to Queanbeyan and Cooma.

28 February, 1878.

In accordance with instructions, I started on Friday, 22nd instant, to commence this work. Finding that there was no convenience at Breadalbane Platform for discharging horses or vehicles, I was compelled to leave the train at Goulburn and accomplish the remainder of the distance by road.

On the 24th and 25th inspected the country between Lake George and the Breadalbane Plains. Tuesday, 26th, was devoted to fixing a camp, which I thought of establishing at the Wet Lagoon until I found how bad its water was, when I had to select another camping ground, viz., on Muthilly Creek, about 3 miles off the line. I am up to the present without a book, which is of course a sensible disadvantage to me in working.

Yesterday and to-day I traversed and levelled an experimental line from the railway at 151 miles, to try and procure a practicable gradient over a gap in the range, nearly "square" with that point. As far as I can see at present this will be a nasty ridge to cross, as (though of no great thickness, being a "saddle") the summit is about 144 feet above the plain, the distance in which to effect the rise being at the most about three-fourths of a mile from the level ground. Pray instruct if I am to consider myself bound to start from or near the 151 miles. The ridge I refer to runs unbroken to near Muthilly Creek timber opening, where it could be rounded easily, and I think without passing through much swampy land, if the grade and curve on the main line at that point will permit of the branch starting from there. This line would, however, be circuitous, as it would "double" back greatly to get on the high ground. I believe an easier ascent to the gap I have now tried could be got by starting from the other (Goulburn) side of the Third Breadalbane Plain, and working up the slopes of the ridge ; but I have not yet had sufficient time to examine that route. Please forward cash book and cheque book (Public Officers).

ADRIEN C. MOUNTAIN.

No. 33.

The Assistant Engineer for Trial Surveys to Mr. Mountain.

8 March, 1878.

MEMO.—You may try to get away from the main line as shown by the blue line on the accompanying tracing. Put in the short length of straight tangent to the 30 chains at 152 miles 7 chains and then start with a curve of not less than 20 chains radius, keeping the highest ground you can get. I have also enclosed a tracing of the working section, which explains that the junction must be made on the level (2328-75).

HERBERT PALMER.

No. 34.

Mr. Mountain to The Engineer-in-Chief.

Sir,

Camp, near Breadalbane, 12 March, 1878.

I have the honor to acknowledge receipt of memo. 78-138 instructing me to stake a line from 152 miles 7 chains; this I have now staked experimentally, and shall proceed to complete.

As I have already pegged out the best line I could obtain over the Gap, starting from near 151 miles, I shall level and plot it on plan and section as an alternative line, unless you desire to the contrary.

I have, &c.,

ADRIEN C. MOUNTAIN.

Mr. Palmer.—W.H.Q., 14/3/78. Send me a tracing showing plan and section of the two lines, so that I may judge whether it will be necessary to try any other alternative lines.—H.P., 14/3/78.
Mr. Mountain.

I enclose tracing of plan and section of the two lines as instructed.—A.C.M., 19/3/78. Mr. Palmer.
Tracings received, instructions and tracings forwarded to Mr. Mountain.—H.P., 23/3/78.

No. 35.

The Assistant Engineer for Trial Surveys to Mr. Mountain.

23 March, 1878.

MEMO.—As neither of the junctions you have made with the Southern Railway are altogether satisfactory, I wish you to run another trial line, as shown by the accompanying tracing, from 143 miles 50 chains to join your other line near the northern extremity of Lake George. It is also probable that a line may have to be surveyed on the eastern side of the lake.

I hope to come over this work next week, and will then examine the different routes.

HERBERT PALMER.

No. 36.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Branch, 27 March, 1878.

MEMO.—With your permission I propose to leave Sydney on Friday next, to examine the proposed routes for trial survey between Breadalbane and Cooma, and the work already done by Messrs. Mountain and Daniels.

HERBERT PALMER.

Approved.—J.W., 27/3/78. Mr. Palmer.—H.P., 27/3/78.

No. 37.

Mr. Mountain to The Engineer-in-Chief.

Sir,

Camp, near Breadalbane, 28 March, 1878.

I have the honor to acknowledge receipt of memo. No. 78/165 with enclosed tracings, which only reached me to-day. In accordance with the instructions therein contained, I will remove camp on Monday next to start the proposed line from 143m. 50.00 chains, leaving the work I am at present engaged on in an incomplete state.

I do not feel perfectly clear as to whether Mr. Palmer desires me to carry out this work immediately, or if I am first to run my present line as far as the north end of Lake George; but I presume the former is the case, and will act accordingly.

I may state that, setting aside the junction with the Great Southern Railway, this present route will give a good and direct line to the lake.

Before breaking up camp I shall send to the Post Office, Breadalbane, so that in the event of Mr. Palmer having written to the effect that he was coming to the camp I may make arrangements to meet him.

I have, &c.,

ADRIEN C. MOUNTAIN.

Mr. Palmer.—W.H.Q., 2/4/78. I have examined Mr. Mountain's trial survey, and have given him all necessary instructions.—H.P., 12/4/78.

No. 38.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

30 March, 1878.

DURING this month I have examined the approaches Dividing Range for the best route over it, informed myself as nearly as possible of the positions of Government reserves, and staked out and levelled 5 miles 54 chains of trial line.

I find only one point on this side of the hills offering an advantageous ascent and fairly even country across them, but have been much delayed in examining the ground by substantial split fences. The route from Lake George to the foot of the hills being determined chiefly by the necessity of a station at Bungendore,

my

my attention has been principally devoted to this portion of the line; but I have gone over the ground to Queanbeyan and find the fall into that town, at the three most prominent points I could there discover, very quick; but I expect to find, upon fuller examination of the district, a practicable route for the proposed line.

A. MANNING DANIELS.

No. 39.

Mr. Mountain to The Engineer-in-Chief.

Progress report.

31 March, 1878.

DURING the past month I have thoroughly inspected the country from Breadalbane to Collector, and tried several experimental lines with a view to determine the best route. Including an alternative line from 152 miles 7·00 chains now pegged and levelled, I have 7 $\frac{3}{4}$ miles staked out, of which 7 miles is levelled. I have run a rough traverse about 2 miles beyond the staked work. I had about 1 mile of staking done, which I afterwards abandoned, in favour of a better line, which I found subsequently to staking the former piece.

On the night of the 15th a severe gale did great damage to my tents, so much so that during the next day (Saturday) the men were busy patching them temporarily for shelter, and I have had to order two new tents from Sydney.

On the 28th received Mr. Palmer's memo. to survey another line *via* Wollongong, but as the two preceding days had been very wet, and the ground soaking and unfit for travelling, &c., for a day or two, I have waited till Monday before breaking up this camp.

ADRIEN C. MOUNTAIN.

No. 40.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Branch, 17 April, 1878.

MEMO.—The trial survey now being made for a railway to connect Monaro with the Great Southern Railway leaves the main line near the Mutbilly Creek, about 18 miles to the south of Goulburn, and from this point a most favourable line, both as regards direction and cheapness of construction, can be selected to Molonglo, a distance of about 50 miles. There will then be considerable difficulties, including the crossing of the range dividing the water of the Molonglo and Queanbeyan Rivers, and the ascent to the higher level of the country at the head of the Burra Creek.

This proposed route will pass close to the town of Bungendore, a point no further distant from Braidwood than is Tarago. A line from Goulburn to Bungendore *via* Tarago would, I imagine, be quite 10 miles longer than the one being surveyed, and the country between Tarago and a point about 5 miles from Bungendore would give a very heavy section for about 15 miles, when compared with the easy route by Collector and the western side of Lake George.

J. W.

HERBERT PALMER.

No. 41.

Mr. Mountain to The Engineer-in-Chief.

Progress report.

30 April, 1878.

DURING the past month I have accompanied the Engineer for Trial Surveys to the end of my length at Bungendore, and ridden home *via* Tarago. As Mr. Palmer, I believe, intended returning by that route himself, it is unnecessary for me to express any opinion of the country, further than to remark that the ground between Tarago and Collector (*via* Willeroo and Currawang) is very broken.

This survey is now advanced as follows:—

	Miles.
Staking done to Collector (161 $\frac{1}{2}$ miles)	10 $\frac{1}{2}$
„ alternative lines—blue 2 miles, green 2 $\frac{1}{4}$ miles	4 $\frac{1}{4}$
	14 $\frac{3}{4}$

The *levelling*, checking, surveying, &c., is completed on all the lines to 158 miles. In accordance with Mr. Palmer's wishes I have staked out a modification of the *blue* line, and shown it in *green* on plan; this line will but slightly touch on flooded ground, while it will greatly improve the alignment of the line. I also traversed the boundary of the land subject to flood from the Mutbilly Creek.

I shall soon be requiring tracing of the town of Collector, as also some tracing paper, which I am at present entirely without. If I could obtain some printed "*Cautions*" to persons destroying pegs I could find service for them here, as I find that some of the pegs at the commencement of the line have been knocked out, and a few of them chopped to pieces, by some malicious or else ignorant persons.

ADRIEN C. MOUNTAIN.

No. 42.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

2 May, 1878.

FINISHED plot of Lake George, end of line past Bungendore.

General survey of district between Bungendore and Cooma.

Rough traverses on dividing range for ascent, and staked out 2 miles 56 chains of same. The spurs on this range being very irregular I have found the greatest difficulty in establishing anything like a favourable line, after running several trial traverses. Yesterday and to-day I have levelled over this portion, and will send down tracings of plan and section by the beginning of the week, for the decision of the Engineer-in-Chief.

A. MANNING DANIELS.

No. 43.

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No. 43.

Mr. Daniels to The Engineer-in-Chief.

Sir, Railway Survey Camp, Bungendore, 7 May, 1878.
Enclosed I beg to hand you tracing of plan and section of trial line run over the Bungendore ridge of the dividing range, referred to in the abstract of progress report for April last.

Yours, &c.,

A. MANNING DANIELS.

Mr. Palmer.—W.H.Q., 8/5/78. Tracing received and put by.—H.P., 8/5/78.

No. 44.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

8 May, 1878.

MEMO.—I have received the tracing of plan and section of your trial survey over George's Gap. I have no plan showing Sparrow's Creek, and wish to be informed where the continuation of this trial line on the northern side of George's Gap is likely to join your trial line through Bungendore, and what is the proposed direction of the continuation of the line past Sparrow's Creek.

HERBERT PALMER.

No. 45.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

10 May, 1878.

MEMO.—I am anxious to have the plan and section from Bungendore to your junction with Mr. Warren as early as practicable. Please report when you will be able to send this in.

The line from Molongo should be connected with the line from Lake George, although I expect the line from Goulburn will connect with your present survey at some point south of Bungendore.

The plan and section of the survey from Goulburn, and the junction with your line near Bungendore, may be kept in one length.

HERBERT PALMER.

No. 46.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

13 May, 1878.

MEMO.—As a Parliamentary plan may be required when a trial survey only has been made, it becomes necessary to procure information for a book of reference. I shall therefore require you to place numbers on the plan of your trial survey, giving a number to every enclosure which your line passes through, and to compile the reference on the sheets forwarded to you herewith, giving the names in full of owners, lessees, and occupiers, and stating whether the land is under cultivation, used for grazing purposes, &c.

HERBERT PALMER.

No. 47.

The Assistant Engineer for Trial Surveys to Mr. Mountain.

13 May, 1878.

MEMO.—As there is a probability of a trial survey being required through Geary's Gap to Queanbeyan, I shall require you, when making the trial survey along the edge of Lake George, to survey a second line, allowing for a cutting of (say) 40 feet through Geary's Gap, and joining the line along the lake, with a gradient not worse than 1 in 60, as per accompanying sketch.

The continuation of the trial line beyond Geary's Gap will not be required at present, but it will be well to get the portion on the lake side of the Gap surveyed while you are camped in that neighbourhood.

HERBERT PALMER.

No. 48.

The Assistant Engineer for Trial Surveys to Mr. Mountain.

13 May, 1878.

MEMO.—Under separate cover I forward to you the following:—Tracing of town of Collector, tracing paper, reference sheets.

The tracing of plan of Collector is to a scale of 10 chains to the inch, and can at once be transferred to your plan on fixing one or two points.

In case of a Parliamentary plan being required where a trial survey only has been made, it will be well to have a reference for the trial survey plan. You will therefore put reference numbers on your plan (no written names), and compile a reference on the accompanying sheets, giving the names in full of owners, lessees, and occupiers, with a description of the land, whether used for grazing purposes, under cultivation, &c.

HERBERT PALMER.

No. 49.

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No. 49.

Mr. Mountain to The Engineer-in-Chief.

Sir,

Camp, Collector, 15 May, 1878.

I have the honor to acknowledge receipt of Mr. Palmer's memos. Nos. 78/275 and 78/276, which shall have my attention.

The separate cover containing plan of Collector, reference sheets, &c., is not to hand yet, but may possibly arrive by next mail.

I beg to enclose receipted form for ten "Caution" placards, which have been posted in conspicuous places, as directed.

I have, &c.,

ADRIEN C. MOUNTAIN.

No. 50.

Mr. Mountain to The Engineer-in-Chief.

Progress report.

31 May, 1878.

LINE staked and levelled to 164 miles, checked to 162 miles, town of Collector, and all farms, creeks, &c., as far as 161½ miles, have been traversed; also an experimental line has been run about 4 miles beyond end of staking. I find that the number of farms and enclosed areas, creeks, and gullies, &c., necessitates a great deal of subsidiary surveying, and there is yet much of that work to be done between Collector and the north end of the lake.

The plan of Collector, tracing paper, and reference sheets arrived safely, but I find the former does not agree well with my traverse of existing buildings and boundaries. Since receipt of Mr. Palmer's instructions with regard to referencing, I have obtained necessary information as I proceeded with the survey; the portion at the commencement, however, has not yet been referenced, as at that time I was unaware that those particulars would be required. I find that from Collector to the end of my length (probably 20 miles) the line will be almost entirely on sidelying ground, and should like to have definite instructions as to cross-sections. If I commence them at all, they will be equally required along the greater part of that distance, and in this steep and broken country this will take considerable time.

From my present camp I find that it will be impossible to get my cart along the lake to Geary's Gap (which I purpose to make my next camping place), and again from Geary's Gap onward the track is nearly as impracticable. I shall therefore be compelled to travel back to Collector over the ranges to Gundaroo, and thence to the Gap (about 33 miles in lieu of 9), and on leaving the Gap to retrace my steps to Gundaroo, thence to Bungendore, and back along the lake, an equally great detour. This could be obviated and much time saved had I the use of a boat, by which I could at once transport my camp equipment by water. I find the timber about here is neither strong enough nor yet sufficiently buoyant to form a reliable raft, which I once thought of doing, so have mentioned the matter in order to ascertain if the Engineer-in-Chief would, in view of the above facts, permit me to have a boat sent from Sydney, or else authorize me to incur a moderate expense in hiring one from Bungendore, should there by chance be one available there.

The weather is becoming very cold, and we have had dense fogs lasting till about mid-day, twice or thrice this month.

ADRIEN C. MOUNTAIN.

No. 51.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

1 June, 1878.

In the early part of this month I furnished levelling and staking of trial line over Bungendore summit of the dividing range between Queanbeyan Road and Sparrow's Creek, and sent tracings of plan and section to the office.

The rest of the month was spent in connecting that portion with the Lake George end of the line by sidling down the range. A gap in this, followed by a strong spur stretching out into the plains, which would involve heavy work, induced me to make the descent steeper than I had at first intended, the general fall to the plains averaging 1 in 45, and from that to junction with first part of the line at 4 miles 24.88 chains 1 in 176.

The line is thus staked out to 10 miles 67 chains and levelled, but some detail survey is required on the latter portion before the plotting can be filled in. This will be concluded in the next few days, and the line carried on to the Molonglo River. As the line runs for about 4½ miles over sidelying ground, in some places very steep, I should wish to be informed to what extent cross sections are to be taken over it, and whether it is required these should be plotted in section as well as figured upon the plan.

A. MANNING DANIELS.

No. 52.

The Assistant Engineer for Trial Surveys to Mr. Mountain.

25 June, 1878.

THERE is no occasion for you to take cross levels on your length of trial survey along Lake George. A rough traverse ranged out with poles, keeping the required level above the lake, should be set out, the angles then taken and plotted, and a line at once set out through this plotting and staked by measurements from the ranged line. A few cross levels may then be taken and the heights shown on the plan, which will enable me to judge how the trial line may be altered.

I

I wish the survey to be pushed through as rapidly as possible, and no more survey of detail than is absolutely necessary.

With reference to shifting your camp, I think your best course will be to take it by your cart through Gundaroo. You must work long lengths, when you will only require one camp under Geary's Gap and one towards the lower end of the lake to connect your work with Mr. Daniels'.

HERBERT PALMER.

No. 53.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

25 June, 1878.

MEMO.—With reference to the question about cross levels in your May journal, I have to remind you that even in very rough country it is not necessary to take many cross levels when laying out the first trial line. The object of this first survey is to gain a general idea of what description of line is procurable, rather than a carefully worked up section. A few cross levels, the heights of which need only be shown on the plan, will at once show what improvements can be made in the section of the trial survey.

I find from your journals that you have completed 10 miles 67 chains of trial line in the months of March, April, and May, 5 miles 54 chains of which was done in March. This does not give by any means a good average mileage per month for trial work, and I hope you will push forward the survey into Queanbeyan as speedily as possible.

HERBERT PALMER.

No. 54.

Mr. Mountain to The Engineer-in-Chief.

Progress report.

30 June, 1878.

In reporting progress for the past month, I would draw attention to the exceptionally unfavourable weather that I have had to contend against, as a reference to the journal will show; in fact I have never experienced such severe and miserable weather since I have been in camp—snow, sleet, rain, and fogs have been succeeding each other during the greater part of the month, whilst violent and nearly incessant gales of wind have been damaging my tents and rendering instrument work very difficult and unsatisfactory.

The whole of the work on line is now brought forward and completed up to 169 miles 50·00 chains, and I purpose shifting camp immediately to Geary's Gap *via* Gundaroo, if the weather holds up.

I have received Mr. Palmer's memo. No. 78/358; and in regard to surveying, I may state that all the work in that particular has been done now until I reach the south end of the lake, where there will be more fenced properties on the line. Having been instructed to compile a book of reference, I deemed a correct survey of those portions of farms, &c., affected by my line an essential.

I shall endeavour to junction with Mr. Daniels as soon as possible, and hope, in order to be able to do so, that the coming month may give us finer weather than the last has done.

My cook has left me in order to cook for shearers at various stations, and, as the shearing season is now approaching on the Riverine Plains, I fear I shall have difficulty in filling his place for some time.

ADRIEN C. MOUNTAIN.

No. 55.

Mr. Daniels to The Assistant Engineer for Trial Surveys.

Sir,

Railway Survey Camp, Brooks Hill, Bungendore, 2 July, 1878.

Your memorandum of the 25th ultimo has reached me, and I noticed your remarks about cross-sectioning. Referring to the progress of the work, to which you allude, I have noticed with regret the small progress made in spite of every exertion on my part.

I may remind you that of the 5 miles 54 chains reported in March, 1 mile 30 chains were abandoned in connecting the Brooks Hill portion with the Bungendore line. The very irregular formation of this district has required much preliminary work that, while taking up much time, shows no apparent result, but I notice your observations on trial lines.

I remain, &c.,

A. MANNING DANIELS.

No. 56.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

2 July, 1878.

THE greater part of this month, which has been very stormy throughout, has been taken up with detail survey of small holdings, referencing the same, and cross-sectioning over the last four and a half miles staked out.

The country between the Molonglo River and Queanbeyan has been repeatedly examined with a view to securing an easy line, but so far the most favourable route found is very rough, and will necessitate heavy work; while, as regards the descent into Queanbeyan, the natural gullies are all far too steep, and the general slope of the range so quick and irregular that it will be a work of time to get anything approaching a feasible line by this route. The line is now staked out to 12 miles 4 chains over the Nine-mile Pinch, whence the run to the Molonglo will be nearly direct. From there into Queanbeyan the line is crossed by three strong ridges, which present no natural facilities for passing over them. The first of these rises immediately from the Molonglo, the crossing of which is limited by the flood-water along the right bank, to a considerable height and on a very steep slope.

A. MANNING DANIELS.

No. 57.

31

No. 57.

Mr. Mountain to The Engineer-in-Chief.

Progress report.

31 July, 1878.

DURING the past month I removed camp to Geary's Gap. In consequence of the road along the lake being impassable I had to travel round by Gundaroo, and lost a day on the journey through the horses having made back to the old camp, there being no grass round about my present camp.

The staking of line is now brought up to 177½ miles, levelling to 175 miles. I intend in a few days time to stake out a line as per instructions through Geary's Gap as far as Shingle-house Creek, which I think I shall be able to manage with the limits of gradient allowed. From local residents I hear that a line can be got into the town of Queanbeyan (through Geary's Gap *via* "Cartwright's," &c.), that will be less severe than any route from Bungendore; but without personally inspecting the country I am unable to vouch for the accuracy of this statement.

The weather is still very cold, and the mornings occasionally foggy.

ADRIEN C. MOUNTAIN.

No. 58.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

1 August, 1878.

DURING this month the trial line has been staked out, levelled, and cross-sectioned, up to 14 miles 21 chains, where it crosses the Molonglo River, about 50 chains above (south) the ford on the old Bungendore-Queanbeyan Road. The average between the river and the town of Queanbeyan has been again repeatedly examined, with a view to obtaining, if possible, a surface line, but the broken nature of the hills would appear to render this, as far as can be judged from aneroid observations over several routes, impossible.

The weather throughout the month has been very unfavourable for field work, and has settled in again for rain to-day. The plotting of plan and section is well forward, and I shall be glad to have a tracing of the township of Bungendore to complete that part of the work.

I have this week moved camp into the Molonglo Road, about 3 miles out of Queanbeyan, which is now my postal town.

A. MANNING DANIELS.

No. 59.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

6 August, 1878.

MEMO.—Now that your survey has reached the Molonglo River, I wish you to push through as rapidly as possible, a traverse only, to Queanbeyan; you must now from repeated observations have a good knowledge of this ground, and should be able to select the most practicable route.

I shall require a section of this traverse to enable me to decide whether it may not be advisable to make alternative surveys, either from Geary's Gap or from Bungendore to Burra Creek.

HERBERT PALMER.

I will endeavour to come to Queanbeyan when you complete this traverse. Let me know how long it will take you.

No. 60.

Mr. Daniels to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Queanbeyan, 13 August, 1878.

I have the honor to acknowledge receipt of Mr. Palmer's memorandum, No. 78-526, instructing me to carry on traverse and section only into Queanbeyan. The ground is still more difficult than I had anticipated, and it will take me till the middle of next month to traverse and level an experimental line into Queanbeyan. I delayed till now writing this with a view to giving the levels over the first mile and a half beyond the Molonglo, but the rough weather of yesterday and to-day has prevented me from levelling.

I have, &c.,

A. MANNING DANIELS.

No. 61.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Office, 26 August, 1878.

MEMO.—In accordance with your verbal instructions, I have arranged that Mr. Vine shall commence a trial survey from Gunning to Gundaroo, and thence to join the trial survey from Breadalbane to Queanbeyan at some point in or near to the town of Queanbeyan.

Mr. Vine and his party have only just returned from Singleton; his camp and men will leave Sydney for Gunning on Wednesday morning; Mr. Vine to follow when his camp is fixed.

HERBERT PALMER.

No. 62.

Mr. Daniels to The Engineer-in-Chief.

Progress report

31 August, 1878.

DURING this month the trial line has been staked out and levelled up to 15 miles 56 chains, and staked out only up to 16 miles 14 chains.

The

The remainder of the month has been occupied in rough traverses from the last point staked over the summit of the range to the Queanbeyan River by various routes, and in running guide levels over the same. In result I have obtained a practicable route, though for the greater part of a mile heavy cutting will be required, there being no way of avoiding the ridge immediately overlooking the town of Queanbeyan. The route adopted will cross the river about a mile above (south of) the town, advantage having been taken of a spur running down to the river at that point, where also the banks are more favourable for bridging.

I still anticipate reaching the river by the middle of September, though I shall incur some delay through the loss of my two leading chainmen.

A. MANNING DANIELS.

No. 63.

Mr. Mountain to The Engineer-in-Chief.

Progress report.

31 August, 1878.

DURING the greater part of this month I have been engaged in selecting a practicable line from Geary's Gap to Shinglehouse Creek. This piece of country I found less favourable than I had anticipated, and I was obliged to run and level several experimental lines before I could satisfy myself with one that I could adopt. I have now staked, levelled, and completed one, which is I think as light in point of gradients and earthworks as can be obtained over this country without going into elaborate cross sections in order to work up the whole of the ground. The creek is very difficult to approach, being confined between high steep ridges, and lies over 200 feet below the summit of the range, from which, in a direct course, it is only distant some 70 chains. I have been compelled to use a 15-chain curve in approaching it. Any line from the Gap to Shinglehouse Creek must of necessity cross a series of ridges and intervening gullies, many of them very deep, which will render the work rather heavy.

I have also completed the levelling, checking, painting, blazing, and numbering of the line as far as staked from this camp, viz., 177 m. 50.00 chs., and taken some cross sections along the lake. I break up camp on Monday, in order to survey the remaining piece near the Bungendore end of the lake, some 5 or 6 miles now remaining to connect with Mr. Daniels's work.

The plotting of my work is well advanced, and I hope to be able to complete this length entirely next month. From the end of June to the 22nd August I have been short-handed, which has been some hindrance to me, but I have now my full complement of men.

ADRIEN C. MOUNTAIN.

No. 64.

Mr. Alfred Vine to The Engineer-in-Chief.

Sir,

Camp, Gunning, 6 September, 1878.

According to instructions I left Sydney on the 31st August, and proceeded to Gunning by train, arriving at my camp on Sunday.

On Monday I was engaged in examining country in vicinity of Gunning, towards Gundaroo, and ascertaining heights by aneroid at the principal places along the route. Tuesday I was unable to continue the exploring in consequence of rain all day. Wednesday I left camp and continued exploring the country to Gundaroo, and returned to camp on Thursday; raining heavily all day.

	miles.	feet.
Gunning to Stony Hole Creek	4	210 rise.
Stony Hole Creek to Muntoonan Range... ..	2½	270 rise.
Muntoonan Range to Belmont	4	170 fall.
Belmont to Ridge north of Nelango Creek	2	50 rise.
Ridge to Nelango Creek	2	140 fall.
Nelango Creek to Gundaroo Creek	3	100 fall.
Gundaroo Creek to Gundaroo Towdship... ..	2	100 rise.

I have given the probable distances from each other and the relative heights as near as I possibly could; on the whole a very good section can be got, and the line will be pretty direct without any very heavy works or very sharp curves. Bridges will be required at Stony Hole Creek, Nelango Creek, and Gundaroo Creek; three crossings on the line of road will occur—one will be near Gunning, then running on the east side till nearing Mount Dixon, here the line will cross the road again, and running over the Muntoonan Range and running on the west side of road for about four miles, then crossing the road again and running on the east side of Gundaroo, and the line can be taken through the eastern portion of the township with a long straight without interfering with any buildings whatever, and can be continued on towards Queanbeyan without any difficulty from Gundaroo.

The township is close on the bank of the Yass River, and the western side of the township is subjected to floods when heavy rains occur.

The line will junction about the end of the long straight, passing the Gunning Station.

I have, &c.,

ALFRED VINE.

No. 65.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

11 September, 1878.

MEMO.—As I wish the plan of your trial survey to show all possible information with regard to levels, &c., you will please plot all abandoned traverses, and write the reduced levels of points upon them, and on the completion of the plan and section of your length into Queanbeyan, send them to this office.

When

When this is done I wish you to examine the country carefully from Queanbeyan towards Michelago, and to report, before commencing a trial survey, on the best route by which the ascent beyond Queanbeyan can be made.

HERBERT PALMER.

No. 66.

Mr. Mountain to The Engineer-in-Chief.

Progress report.

30 September, 1878.

In forwarding my progress report for the past month I regret that for half that time I was unable to be present in camp, having been summoned to Sydney suddenly on account of the dangerous illness of my father, which unhappily terminated fatally before I could reach home. I had then to apply for leave to enable me to arrange family affairs, and have to record my thanks to the Engineer-in-Chief for his kindness in so readily according it.

The three days following my return to camp were too wet to allow me to do field work, but I have now a traverse ranged out to Mr. Daniels's starting peg, and have the staking done to 179 $\frac{1}{4}$ miles, so I hope very shortly to complete this work. In my absence my men have chained and "offsetted" most of the farms along the line, which will help me forward considerably with that part of the work, the angles being all that I will require to obtain.

ADRIEN C. MOUNTAIN.

No. 67.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

1 October, 1878.

DURING this month the weather has been simply one continued storm, the wind on five days being so strong as to make it almost impossible to work in the field, and render necessary repeated checks. This has delayed most materially the advance of the work, but the line is now staked out and levelled up to 19 $\frac{3}{4}$ miles to the Queanbeyan River crossing at Dodsworth, about $\frac{3}{4}$ of a mile above the centre of the town of Queanbeyan.

The plotting of plan and section is nearly completed, and I anticipate sending them into the office before the close of this week.

A. MANNING DANIELS.

No. 68.

Mr. Vine to The Engineer-in-Chief.

Progress report.

1 October, 1878.

I have been employed in examining the country between Gunning and Gundaroo, and running an experimental line of 14 $\frac{1}{2}$ miles, and levelled 11 $\frac{3}{4}$ miles of same, and have made surveys of creeks, roads, &c., in connection, and have plotted plan and section in connection with the experimental work, and I have this day commenced pegging out the centre line from Gunning towards Gundaroo; more work would have been done towards the pegging out of centre line had it not been for the very unfavourable weather that has been in this district, with heavy rains and heavy gales of wind, which retarded the progress of work very much.

ALFRED VINE.

No. 69.

Mr. Daniels to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Queanbeyan, 8 October, 1878.

By to-day's mail coach (Moran's) to Goulburn, to be forwarded by rail to Sydney, I send you a case containing plan and section of the trial line staked out between Lake George and Queanbeyan, and, enclosed with this, a sketch tracing of this portion of the line.

In my monthly reports frequent mention has been made of the irregular nature of the ground over which the line passes, especially of the last few miles into Queanbeyan, and consequent difficulty of obtaining a light line by this route.

At the Molonglo River a short alternative line has been run on a 12-chain curve to avoid the higher ground on the left bank, which is shown on the plan in blue, and gives a much lighter section.

A somewhat lighter section might be obtained by crossing the river a little below the point selected, but the line would in that case have to be taken over a receding bank (right), very liable to flood in the freshes, and not so well adapted for bridging. Higher up the banks of the river are irregular, and backed on the left bank by the highest point of the ridge crossed at 15 $\frac{1}{2}$ miles.

From this point into Queanbeyan the ground has been most carefully examined for some distance on each side, but I have nowhere been able to discover a more likely route than that laid down on the plan.

The descent from the summit of the range into the Queanbeyan flat is, throughout its length, very quick, and the intersecting gullies are deep and tortuous. Several rough traverses were made with the sextant about this point, and, where the plotting closed sufficiently accurately, were shown on the plan in green with accompanying levels.

The town of Queanbeyan is laid down from a survey lately made by Mr. T. H. Smith, the district staff surveyor, to whose courtesy I am indebted for a tracing of the township.

In connection with the plan I enclose a reference sheet of all the enclosed properties passed through, but I have reason to believe that the existing fences do not nearly correspond with the property boundaries.

The datum for the section was taken at 2,000' below the water level of Lake George, but I have since learned that the present height of the lake above Sydney high-water is about 2,225 feet.

At from 2 or 3 miles the flood-water after heavy rain lies for a few hours to a depth of about 9 inches, but flows off rapidly to Lake George by the Turallo Creek, just north of the spur on which the Gundaroo Road runs into Bungendore.

The cross sections on the plan, between 8 miles 11 chains and 10 miles 67 chains, were calculated on an assumed datum, and are shown with an excess of 261·07 feet.

Reduced heights at the principal points on the section are given below :—

Lake George	... ..	2,000 or 2,225
Zero on plan	... ..	2,039 ,, 2,264
9 m. 10·00	... ..	2,492 ,, 2,717
10 m. 65·00	... ..	2,248 ,, 2,473
11 m. 67·50	... ..	2,418 ,, 2,643
14 m. 25·00	... ..	2,063 ,, 2,288
15 m. 40·00	... ..	2,286 ,, 2,511
19 m. 65·85	... ..	1,693 ,, 1,918
Queanbeyan River Bank Station	... ..	88

The ground on which the Church of England stands in Queanbeyan estimated 1645–1870.

During the next few days I shall, as instructed, examine the ground between Queanbeyan and Michelago, and forward to you my report of the same when concluded.

I have, &c.,

A. MANNING DANIELS.

Mr. Palmer.—J.W., 9/10/78. Reference sheet, plan, and section received.—H.P., 10/10/78.

No. 70.

The Assistant Engineer for Trial Surveys to Mr. Mountain.

14 October, 1878.

MEMO.—After forwarding to this office the plan and section of your length *via* Lake George to your junction with Mr. Daniels's starting point, near Bungendore, I wish you to examine the country between Geary's Gap and Queanbeyan. Under separate cover I forward by same mail a mounted tracing of a road map, showing portions of this country and the position of the trial line surveyed by Mr. Daniels to the town of Queanbeyan.

Mr. Vine is now making a trial survey from Gunning, *via* Gundaroo, to Queanbeyan, and it is probable that this survey will follow generally the direction of the road. After examining the country from Geary's Gap, you will be able to decide whether the trial survey should be taken from Geary's Gap across to join Mr. Vine's survey, or if you can get a more direct route from the Gap to Queanbeyan.

You should arrange for your camp being fixed in a good position for you to work up the first length from Geary's Gap while you are exploring.

Send in a report on the country you examine, stating particularly how you propose to approach Queanbeyan.

Mr. Daniels is now examining the country from Queanbeyan towards Michelago, and as soon as I receive his report I will inform you how he proposes to leave Queanbeyan, as this may influence your choice of junction.

HERBERT PALMER.

No. 71.

Mr. Mountain to The Engineer-in-Chief.

Sir,

Camp, near Bungendore, 20 October, 1878.

I have the honor to acknowledge receipt of memo. 78-722, together with mounted tracing of road plan, Collector to Queanbeyan.

I shall commence exploring and examining the country between Geary's Gap and Queanbeyan, and also from the Gap across country to intercept the probable direction of Mr. Vine's survey forthwith, and will then report at once as instructed.

I forward by this day's coach (Moran's) one case, containing plan and section of my length from Great Southern Railway to Mr. Daniels's starting point; also showing commencement of the line through Geary's Gap as far as Shingle-house Creek, and two alternative lines near Mutbilly Creek, making in all a total length of 39 miles 23·99 chains of line surveyed, two field-books, four levelling-books, and sheets of reference, all relating to this survey, are also enclosed.

The continuously boisterous and rainy weather during the past three or four weeks, together with the great amount of plotting on plan and section, has caused me to occupy longer time in completing this work than I had anticipated.

I have filled in the reference numbers as fully as I could; but the proper boundaries of unenclosed blocks are so totally undefined that in most cases I have been unable to delineate them.

This also applies to parish boundaries, which (without the county map) I have no means of determining.

I have, &c.,

ADRIEN C. MOUNTAIN.

Mr. Palmer.—J.W., 21/10/78. Plan, section, books, and reference sheets received.—H.P., 22/10/78.

No. 72.

Mr. Mountain to The Engineer-in-Chief.

Sir,

Queanbeyan, 26 October, 1878.

I have the honor to report that I have ridden over and examined one route from Geary's Gap to Queanbeyan, and find that the worst portion of that country lies within 6 miles of Queanbeyan, along the direction of the Gundaroo Road.

The

The aneroid shows a fall of 500 feet in 4 miles on that road, and I am anxious to ascertain if you wish me to discover a practicable descent into Queanbeyan now that I am in that neighbourhood, or if that shall be left to Mr. Vine, whose survey, it appears to me, must generally follow this direction.

I shall await a telegram in Queanbeyan, and have the honor, &c.,

ADRIEN C. MOUNTAIN.

Mr. Mountain to carry out the instructions received from Mr. Palmer, dated 14 October, 1878.—
J.W., 29/10/78. Telegram sent, 2 p.m., 29/10/78.—W.H.Q.

No. 73.

Mr. Vine to The Engineer-in-Chief.

Progress report.

1 November, 1878.

I HAVE been employed this month in tracing and levelling a line from Gunning towards Gundaroo to a distance of 10 miles, and surveying roads, creeks, fences, &c., in connection with the same; and I have the plan and section plotted as far as the outdoor work is done but not penned in.

I have shifted camp from Stony Hole Creek to Nclango Creek. I was two days removing, in consequence of the heavy rain falling during those days.

ALFRED VINE.

No. 74.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

2 November, 1878.

THE completion of plan and section of the trial line between Lake George and Queanbeyan occupied me till the 8th, when they were forwarded to the office.

I then began a thorough examination of the ground between this and Michelago, but was much retarded in this work by the broken weather making aneroid observations very uncertain, as well as by the want of an efficient guide. The high ground upon which the Cooma Road runs commences immediately outside of Queanbeyan, and the spur from which the Jerrabomberra Hill rises stretches round to the river at the north-west corner of the township. The road taking the easiest line at this point rises about 550 feet in 2 miles, while to the left, as far as the river, the range is quite impracticable.

The next available rise is the Jerrabomberra Creek, but this lies behind a saddle rising 280 feet in $1\frac{1}{2}$ mile, and continuing at nearly the same level more than half a mile beyond the summit. The creek itself falls abruptly, and through very broken ground, on a grade little better than that of the road, and is ill adapted for the work; besides which it runs into the road at the foot of a steep rise about 9 miles out of Queanbeyan.

This is the route known as De Salis's scheme.

Southwards along the range the Tuggeranong Creek falls into the valley about 9 miles out of Queanbeyan, on the Lanyan Road, dropping nearly 500 feet in a little over 3 miles. From its source to the Cooma Road, at the Rob Roy, there is a fall of about 80 feet in 2 miles. From this point forward the range again becomes broken, presenting no facilities for railway work. After crossing the spur at Queanbeyan this route would pass over fair ground to Tuggeranong, and from the Rob Roy to Michelago there are no great inequalities in the general level, the existing road having been run mainly along the best line of country. The fall into Michelago is steep, but a ridge can be followed, giving a distance of 2 miles for a fall of 280 feet.

I consider that the ascent of the Tuggeranong Creek is practicable, and that this route presents less difficulty than would be found over any other line of country. The heavy rain prevented me from moving camp this week, but I expect to be able to shift on to Jerrabomberra on Monday next and continue the survey on the route indicated.

A. MANNING DANIELS.

No. 75.

Mr. Mountain to The Engineer-in-Chief.

Progress report.

6 November, 1878.

On the 20th ultimo I completed and forwarded to Sydney office the plan, section, &c., &c., of my survey from Breadalbane to Mr. Daniels's starting peg near Bungendore.

In accordance with instructions I then commenced a careful examination of the country between the Shingle-house Creek and Queanbeyan, which has occupied me until to-day, as I have only just returned to camp, having been detained four days in Queanbeyan by the heavy rains of last week, which flooded all the creeks and rivers, rendering many of them unfordable.

I have examined several routes to Queanbeyan and taken aneroid observations, but have not had time since my return to camp to draft the results into a proper form; I am however now preparing this report, and will forward it by next post. In the meantime, being now late with my monthly returns, I forward them at once.

During October and up to the present date the weather has been very strong and most unfavourable for field operations.

In the event of this survey being carried out by me, I shall require a fresh supply of plan and section paper.

ADRIEN C. MOUNTAIN.

No. 76.

Mr. Mountain to The Engineer-in-Chief.

Sir,

Camp, near Upper Gundaroo, 7 November, 1878

I have the honor to report for your information the result of my examination of the country between Shingle-house Creek and Queanbeyan, with the view of selecting the most suitable route for a railway survey.

After careful examination of the ground, I found that to attempt to obtain a direct course to Queanbeyan would lead me into very high and broken country, and through a series of deep gullies and sharp spurs running from the range which divides the waters of the Yass River from Shingle-house Creek.

On the other hand, a line striking westward across the Yass River near Sutton (as sketched by Mr. Palmer in pencil on the road map) would give a great fall, and but short distance in which to effect it.

I would therefore recommend as the most practicable route, an intermediate line crossing the Bungendore-Gundaroo Road near Mr. Donnelly's sheep station on Gum-tree Creek (2,360 feet aneroid), then falling gradually, passing to the west of and below Mac's Reef, which is on a high spur of the range (2,550 feet), into the valley of the Yass River, which could be crossed near Woodbury (2,050 feet), Lintott's 660 acres on road plan; then across the road from Gundaroo to Queanbeyan, near the 53rd mile peg. The general direction of this road can be followed for about 2½ miles, when the line must bear more westerly than the road, in order to avoid a high spur (2,415 feet), by which a saving of quite 100 feet fall into Queanbeyan can be obtained. The line can then be either—

(a) Brought round to the road again near Reedy Creek (1,990 feet), between 59 m. and 60 m. road pegs, follow its direction generally into Queanbeyan (1,900 feet), and then rise to the spur of the Jerrabomberra Hill, where it would in all probability join Mr. Daniels's survey; or (b) the easiest, cheapest, and shortest line, in point of through distance to Cooma, would be to keep bearing away from the road in a south-westerly direction past Griffiths's selections, gradually falling to the level of the Duntroon Plain; thence along the edge of the plain, crossing the Queanbeyan River, about 2½ miles west of the town, avoiding the spur above referred to of Jerrabomberra Hill, which runs to the north-west corner of Queanbeyan, and junctioning with Mr. Daniels's work near the Lanyon Road crossing of Jerrabomberra Creek.

This latter route would have the disadvantage of leaving the town of Queanbeyan between 2 and 3 miles to the east, but in all other respects I believe it would be a better line than the one marked "A," being shorter, with easier gradients and curves, not only in entering Queanbeyan but also in leaving the town, and it would cross the Queanbeyan River below its junction with the Molonglo, thus saving a bridge.

In my journal for October, I referred to the delay that the wet weather had caused in the prosecution of this work. Not having received any authority to engage a man as guide, I also found some difficulty in getting residents possessing local knowledge to leave their duties in order to show me various routes, as this is a very busy season, but Mr. Cartwright, of Woodbury, and Mr. Chimney, road contractor, obliged me in this respect, at some personal inconvenience.

I have, &c.,

ADRIEN C. MOUNTAIN.

No. 77.

The Chief Clerk to The Assistant Engineer for Trial Surveys.

8 November, 1878.

THE annexed copy of Mr. Whiteside's report, dated 3rd August, 1874, on road proposed by Mr. De Salis to connect Queanbeyan with the Southern Railway Extension from Goulburn, at Breadalbane Plains, is forwarded for your information.

W. H. QUODLING:

No. 78.

The Assistant Engineer for Trial Surveys to Mr. Mountain.

Office, Sydney, 12 November, 1878.

MEMO.—You may continue the trial survey from George's Gap in the direction as described in your report (78/2,036), including the line into Queanbeyan and the one which will cross the Queanbeyan River below its junction with the Molonglo, the latter route to be surveyed first as the through line, and that through Queanbeyan to be shown as a deviation. You should also arrange with Mr. Vine as to the point where his survey from Gunning is to join your line.

HERBERT PALMER.

No. 79.

Mr. Daniels to The Engineer-in-Chief.

Sir,

Railway Survey Camp, near Queanbeyan, 18 November, 1878.

I have the honor to acknowledge receipt of memorandum No. 78/804, under date 15th instant, in which Mr. Palmer, after alluding to the small mileage completed by me on this trial survey since March last, informs me, by your direction, that there must be a thorough change in my system of working.

From the time that I began to cross the range lying between Bungendore and Queanbeyan, which extends over 15 miles of the line as laid out, I have been very sensible of the slow progress made in the survey, and have made every effort to push forward the work.

After first riding by the main road over the ground, I was of opinion that a pretty good line might be obtained by this route, but the subsequent detailed examination of the district did not confirm this view, as I could find no break in the extremely irregular formation of the hills.

The difficulties experienced in tracking anything like a practicable line, repeatedly referred to in my journals, were only overcome by unremitting perseverance and hard work, carried on under all the disadvantages of an exceptionally severe winter. One great cause of delay was the unreliable nature of the aneroid observations, owing to the sudden and extreme changes of pressure, which misled me into a good deal of useless preliminary work.

Referring

Referring to the examination of the ground between this and Michelago, I will first mention that the four wet days recorded in my October journal by no means represent the rainfall in this district during that month.

Though the intermittent rain which prevailed did not prevent me from continuing the exploration of the district, it delayed me greatly by necessitating repeated aneroid observations, while a great portion of the time was quite unfit for ordinary field work.

While in the Bungendore District every aid was afforded me by the residents in gaining a knowledge of the ground, but here, partly owing to the occupations of some at this season, and partly to the apathy—and in some instances hostility to the Bungendore route—of others, in Queanbeyan, I received no assistance whatever from the local people in exploring the district; the only exception being Mr. F. L. De Salis, who, after my report was sent in, offered me a guide and showed me one route, which differed rather for the worse from one I had already rejected.

Although in result I would only mention two or three possible routes, the best of these, by the Tuggeranong Creek to the Rob Roy on the Cooma Road (mentioned in my report as the least objectionable) shows an estimated rise of 500 feet in 3 miles. Unless I had assured myself that no lighter gradient for the ascent of this range could be obtained, I should not have felt justified in reporting in favour of this route, and had therefore to examine a great deal of other ground in the neighbourhood.

Now that my survey is running through more practicable country, I trust that the progress made will be more satisfactory to you, and represent more adequately in its results the labour expended upon it by myself.

I have, &c.,

A. MANNING DANIELS.

Mr. Daniels's plan and section do not show that a practicable route for a line of railway has been selected between Bungendore and Queanbeyan. Much time has been lost in laying out curves and working up a line which is quite impracticable, and I consider that Mr. Daniels might in very much less time have sent in rough traverses and levels to prove the inutility of staking out the line he selected.—H.P., 21/11/78.

No. 80.

The Assistant Engineer for Trial Surveys to Mr. Vine.

18 November, 1878.

MEMO.—Mr. Mountain is at present engaged in making a trial survey from Geary's Gap to Queanbeyan. This line will cross the road between Gundaroo and Queanbeyan.

I have instructed Mr. Mountain to arrange with you as to the point where your line through Gundaroo will connect with his trial line.

I wish you to report to me what length of line you have yet to survey to form this connection, and what time you will expect it will take to complete it. You may put in long chords, and must push through with the survey as rapidly as possible, as your services will soon be required elsewhere.

HERBERT PALMER.

No. 81.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

20 November, 1878.

MEMO.—Enclosed is a rough tracing showing the plan and section of your trial survey to the proposed crossing of the Queanbeyan River.

I cannot understand what gradient you were working for.

Taking 50 feet above the bed of the river as about the probable gradient for crossing on the level, with a 1 in 40 approach, you will perceive by the red grade on the tracing that the line selected is not a practicable one.

If, as I assume, the ground at A is the lowest to be had, and allowing for a cutting 60 feet in depth, the blue grade also gives an impracticable section. Can you inform me from your knowledge of the ground whether there is any probability of working up to the blue gradient? If this cannot be done, a rough traverse in the first instance would have been sufficient to have proved the impracticability of this route.

HERBERT PALMER.

No. 82.

Mr. Daniels to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Queanbeyan, 22 November, 1878.

I have the honor to acknowledge the receipt of Mr. Palmer's memo. No. 78/814, enclosing tracing of plan and section of approach to Queanbeyan.

The point marked A is the lowest on the saddle, the ground on each side rising abruptly; from that point the ground is very rough to beyond 18½ miles, where a wide gorge separates the main range from the spur running down to the Queanbeyan River.

This gorge with the three others which cross the line at respectively 18 miles 17 chains, 18 miles 32 chains, and 18 miles 42 chains, would make it impossible to work up to the blue gradient shown upon the tracing.

A deviation might be made at about 19 miles to the left of the line to raise the section nearly to the red gradient shown; but with that exception, I do not think any material improvement can be effected in the section.

I have to request you will supply me with plan and section paper, and a tracing of the town of Queanbeyan, if you do not wish the plotting to be continued on the original paper.

I have, &c.,

A. MANNING DANIELS.

Mr

Mr. Palmer.—W.H.Q., 25/11/78. The approach to Queanbeyan, as surveyed by Mr. Daniels, is consequently an impracticable one.—H.P., 26/11/78.

Mr. Daniels might have known from the section he sent in to this office that the line he selected was impracticable. It is useless to finish lines unless they show by a few trial levels that a practicable line can be had, as otherwise there is not only a great waste of time but also of public money. Mr. Daniels should guard against this in the future.—J.W., 28/11/78.

Mr. Palmer. Mr. Daniels to see and return.—H.P., 29/11/78. Received from Mr. Daniels, 7 Jany., 1879.

No. 83.

Mr. Vine to The Engineer-in-Chief.

Sir,

Camp, Nelanglo Creek, near Gundaroo, 29 November, 1878.

In replying to memo. No. 78/809 of 18th inst., I beg to inform you that I left my camp on Tuesday last, 26th, to explore the country between Gundaroo and Queanbeyan. The country between these two latter places will afford a pretty good line, without any heavy works, with tolerably good curves and gradients; the heaviest will be the bridge crossing the Yass River, a few chains above the present crossing of the main road. Another bridge will be required to take the line into Queanbeyan, crossing the Queanbeyan River a short distance below the junction of the Queanbeyan and Molonglo Rivers, and enter the town on the north-west corner of the township.

I saw Mr. Mountain on my return from Queanbeyan; we shall junction about 17 miles from Gundaroo, possibly it may be reduced to about 14. The line from Gundaroo will follow the general course of the road and Yass River for some distance, then leaving the river altogether, and making towards the head of Reedy Creek, crossing the dividing range between the Yass and Molonglo Rivers.

I may be able to get this portion completed to the junction in about three months from this—sooner if I possibly can. I expect to have the line completed as far as Gundaroo in about three weeks hence.

I have, &c.,

ALFRED VINE.

No. 84.

Mr. Mountain to The Engineer-in-Chief.

Progress report.

30 November, 1878.

ON my return from examining the country between this and Queanbeyan I commenced the survey of the line, and have now to report that I have staked and levelled 4 miles, and rough lines run ahead for $1\frac{1}{2}$ mile. I have had to try three or four experimental lines, as I find the descent to the Yass River very severe, and fear it will involve heavy work for 2 miles or so in this portion of the work.

I have the honor to acknowledge receipt of memo. No. 78/792, and note its contents. I have up to the present, however, been unable to definitely decide upon the exact spot where I shall cross the Yass River until I run my gradients down, and in consequence have not yet communicated with Mr. Vine as to his point of junction with my line. I shall give him those particulars immediately I run my traverse across the river.

I have to acknowledge, with thanks, due receipt of a roll of plan and section paper.

I may state that I have been now six weeks without a cook, which cripples my field work very much, as on those days when I have to send to town for supplies, post, &c., I am left with only two men in the field—a totally inadequate staff.

ADRIEN C. MOUNTAIN.

No. 85.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

2 December, 1878.

THE heavy rain, which set in at the close of October, continued over the first few days of November, and prevented me from shifting camp till the 4th and 5th of the month. During the remainder of the month the wind has been continuously strong, and upon three occasions so violent as to make it impossible to use an instrument. On the 14th, at the request of Mr. De Salis, I rode with him over the line of country he advocates between Queanbeyan and the Rob Roy. The first part of this is the same as that mentioned in my report for October as unsuitable, and the latter portion rises needlessly from 150 to 200 feet, falling again that height to the Rob Roy—the point at which I propose to approach the Monaro Road, by the Tuggeranong Creek ascent.

During the month the line has been staked and levelled from the Queanbeyan River over the Jerabonbera spur and creek to 25 miles 15 chains, the plotting and a little detail only remaining to complete that portion.

A. MANNING DANIELS.

No. 86.

Mr. Vine to The Engineer-in-Chief.

Progress report.

2 December, 1878.

I HAVE been employed principally this month in running experimental lines to Gundaroo. I have run two lines; the first run was 10 miles in length and levelling the same, it did not turn out so well as I anticipated at first. I had a difficulty in getting a descent off the mountain range, and also in getting a gradient down to Nelanglo Creek, and the crossing at Gundaroo Creek I found would be very much under water in time of flood to the extent of 15 chains, being very flat.

I

39

I have run another line (which I am pegging out) which I consider to be a great improvement upon the first. I expect to have the whole length from Gunning to Gundaroo, 19 miles, completed in about three weeks hence; plan at the same time.

ALFRED VINE.

No. 87.

Mr. Vine to The Engineer-in-Chief.

Progress report.

31 December, 1878.

DURING this month I was employed on the trial line from Gunning to Gundaroo, the line pegged out and levelled to the latter place, plan plotted left in pencil, hill features put on plan, section plotted from Gunning to Gundaroo left in pencil, and I handed same over to Mr. Warren; left Nelanglo Creek on the 23rd, and proceeded to Sydney and reported my arrival to Mr. Palmer.

ALFRED VINE.

No. 88.

Mr. Mountain to The Engineer-in-Chief.

Progress report.

31 December, 1878.

DURING the past month the staking and levelling of this survey has been extended to the 187-mile peg.

The approach to the Yass River I found very bad, but have staked out a line which I think gives the best route to be obtained through this very broken piece of country. In the event of this route being adopted, it is probable some improvements could be made on the line as staked at present by close cross-sectioning, and thus working up the ground to the best advantage, an operation that—seeing this is but a trial survey—I have not performed, owing to the time it would take.

I have shown Mr. Warren where he will most probably find it convenient to close on to my line; and will shortly be able to let him have a tracing of that portion of my survey which crosses the Gundaroo-Queanbeyan Road, near the 53-mile peg, about 10½ miles from Queanbeyan.

Being in want of field and levelling books, I shall be obliged if a supply can be sent to me soon.

ADRIEN C. MOUNTAIN.

No. 89.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

2 January, 1879.

DURING this month the survey has been continued over lumpy ground, partly through timber and partly through small holdings, to the Tuggeranong Creek, at the foot of the Rob Roy track to the Cooma Road. The work has been considerably impeded through the loss of a man about the middle of the month, and I do not expect to be able to replace him until after the harvesting work is finished.

The line is now staked out and levelled up to 29 miles 50 chains, and the plotting of plan and section and detail work over the same nearly complete.

Having filled up the level books I brought from Sydney, I have to request you to send me a fresh supply for present use.

A. MANNING DANIELS.

No. 90.

The Assistant Engineer for Trial Surveys to Mr. Mountain.

9 January, 1879.

MEMO.—On the accompanying tracing I have shown the position of your trial line at George's Gap. I wish you to mark as nearly as you can the routes you are now surveying, showing the proposed points of junction with Mr. Vine and Mr. Daniels, and to return the tracing to me as early as practicable.

I also wish to be informed of the date upon which you expect to complete the survey.

HERBERT PALMER.

No. 91.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

9 January, 1879.

MEMO.—The position of your trial line as far as Queanbeyan has been marked by the black line on the accompanying tracing. I wish you to mark as nearly as you can the position of the route you are now surveying from Queanbeyan to Michelago, and to return the tracing to me as early as practicable.

HERBERT PALMER.

No. 92.

The Assistant Engineer for Trial Surveys to Mr. Warren.

9 January, 1879.

MEMO.—On the accompanying tracing from the county map I have shown the position of the Southern Railway at Gunning. I wish you to mark on this tracing as nearly as you can the position of the line surveyed from Gunning to Gundaroo (from Mr. Vine's plan), and to your proposed junction with Mr. Mountain, and to return the tracing to me as early as practicable. I also wish to be informed of the date upon which you expect to complete this survey.

HERBERT PALMER.

No. 93.

No. 93.

Mr. Mountain to The Engineer-in-Chief.

Sir,

Camp, near Queanbeyan, 14 January, 1879.

I have the honor to acknowledge receipt of memo. No. 79/18, under date January 9th, and return the tracing which it enclosed, with my line marked on as far as surveyed, the probable route from that point to the proposed junction with Mr. Daniels's line being roughly indicated by a dotted line.

Owing to the absence of almost any fixed points on the tracing, the north point not being even shown, the charting of the line has been necessarily but an approximation. I find the Yass River, where crossed by the survey, to be very much out of position, but have endeavoured to fix the line as accurately as I could.

I am now commencing the descent from the range between the Yass and Queanbeyan River, following its western slope, as described in my report of November 7th, 1878. After further examination of the country, I am still of opinion that this will prove the best line to the Queanbeyan River, a more gradual fall being procurable than could be obtained by following the direction of the road down the valley of Reedy Creek, which latter route would also bring the line very awkwardly for the ascent which is inevitable beyond Queanbeyan. I am therefore pushing this line forward first, as per instructions conveyed in memo. No. 78/792.

I have been informed by Mr. Daniels, whom I met in Queanbeyan on Sunday last, that it is probable the route he is now surveying will not be sanctioned by the Engineer-in-Chief, owing to the very severe gradients required in ascending the range near the Rob Roy. Should that be the case, the proposed junction of our lines, as also the direction of the last 3 or 4 miles of my length, would in all probability be altered in order to join such other route as the Engineer-in-Chief may cause to be surveyed.

I shall lose no time in carrying out the remainder of this length, which I hope to complete in the early part of March, although it is impossible for me to name with certainty the exact date by which it will be finished.

I am duly in receipt of the field and levelling books for which I made requisition in my last monthly report.

I have, &c.,

ADRIEN C. MOUNTAIN.

Mr. Palmer.—W.H.Q., 16/1/79. Instructions forwarded to Mr. Mountain.—H.P., 18/1/79.

No. 94.

Mr. Daniels to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Tuggeranong, near Queanbeyan, 15 January, 1879.

I have the honor to acknowledge the receipt of Mr. Palmer's memo., No. 79-20, enclosing tracing. I enclose with this tracing of rough section taken over experimental line run up the Rob Roy track to the point where the further rise is merely nominal. In alluding to this route in my report for October of last year, I mentioned this portion of the line as showing upon preliminary examination a difference of level of nearly 500 feet in a little over 3 miles.

The accompanying section, completed on Wednesday last, gives a rise of 516 feet in 2 miles 34 chains. In calculating upon a distance of 3 miles to accomplish this rise, I relied upon being able to commence the ascent about the Lanyon Road crossing, but this I was prevented from carrying out by the rough nature of the ground on either side of the Tuggeranong Creek.

The experimental line thus run showing a rising grade of 1 in 25, I on the next day examined a line of country between the Rob Roy track, about half way up, and the Jerrabomber Creek route. The first mile back, with little change of general level, passes over very rugged country, a succession of spurs and gullies, to Dennis Flat. The next mile and a half rises about 1 in 40 to the summit of the flat, from which point there is a fall for a mile on about the same grade.

Between that and the Jerrabomber the country is, as stated in my October report, in my opinion quite unsuited for railway purposes. On the following day I received Mr. Palmer's memo., mentioned above, but have been prevented by an accident to my right hand from taking the necessary steps to reply to it. I have, however, roughly cross-sectioned the ground, and have shown the result on the tracing by a dotted line, the pencil line being drawn on a gradient of 1 in 34.43.

The last portion of the experimental line was run almost in the bed of the creek, and touches the summit at the lowest point of the saddle, but I believe that with sharp curves the section shown on the lower part by the dotted line can be obtained, and at the Tuggeranong Creek crossing somewhat improved. I am still of opinion that no more advantageous route for the ascent of this range is available; but in view of the steep gradient and heavy work involved, I have the honor to request you will telegraph me instructions how to proceed.

I have, &c.,

A. MANNING DANIELS.

Mr. Palmer.—W.H.Q., 17/1/79. Examine and report without delay if there is a more practical descent to the Molonglo River by keeping more to the west.—H.P., 18/1/79. The above telegraphed to Mr. Daniels.—18/1/79. Instructions written to Mr. Daniels.—18/1/79.

No. 95.

Mr. Warren to The Engineer-in-Chief.

Sir,

Upper Gundaroo, 17 January, 1879.

Having received the necessary information for completing the enclosed tracing to my junction with Mr. Mountain yesterday, I hasten to forward same in accordance with Mr. Palmer's memo. of the 9th instant.

From Gundaroo (Upper) to the junction is only approximate.

I am, &c.,

HENRY B. WARREN.

No. 96.

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No. 96.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

18 January, 1879.

MEMO.—I have received the tracing of the section of your experimental line beyond Queanbeyan, to which it would have been better to have attached a plan showing the features approximately.

I wish you to report with the least possible delay whether there is a probability of obtaining a practicable section for railway purposes by keeping more to the west of Queanbeyan, or in any other direction. This information is urgently required, as Mr. Mountain's survey must be amended to join your new work.

You should start from the summit (from some point whence you have no doubt of procuring a fair section towards Michelago) and fall as gradually as possible to the Molonglo River, no matter how far to the west of Queanbeyan you might hit the river.

HERBERT PALMER.

No. 97.

The Assistant Engineer for Trial Surveys to Mr. Mountain.

18 January, 1879.

MEMO.—I find that the ascent Mr. Daniels has been lately surveying beyond Queanbeyan is not a practicable one, consequently the latter part of your work to Queanbeyan need not be worked up. You may, however, complete a traverse to join Mr. Daniels, and level the same so as to connect all the surveyed lines; but this work must be pushed through as rapidly as possible, as it will be of but little use. I have instructed Mr. Daniels to report whether there is any probability of obtaining a practicable section from the Molonglo River southward by keeping more to the west of Queanbeyan.

A numerous signed petition has been received, requesting a trial survey from Gundaroo to Gininderra and Woden, and as soon as you have your present section completed I wish you to examine and report whether a diversion in that direction would give a better chance to Mr. Daniels to procure a good section forward.

HERBERT PALMER.

No. 98.

Mr. Mountain to The Engineer-in-Chief.

Sir,

Camp, near Queanbeyan, 21 January, 1879.

I have the honor to acknowledge receipt of Mr. Palmer's memo., No. 79/63, instructing me to push on the remainder of my length without working the ground up, so as to connect with Mr. Daniels's line as speedily as possible.

As I have now, after running several experimental lines, obtained the best route for about 3 miles from the end of the staked work, which distance carries me over the worst part of the descent to the Queanbeyan River, the remaining 3 or 4 miles being fairly good running country, I shall be able, without sacrificing time, to select at once a line for staking, and for the remainder of my length will merely stake and level a rough traverse, without surveying features or boundaries. This will require me to make another change of camp before I can close on Mr. Daniels's survey, but I will lose no time in executing this work.

The local residents describe a line "direct and level" along the valley of Back Creek from Gundaroo to the Queanbeyan River, which, if correct, would save all the broken ridgy country I have been coming through; but as it would cross the river near my present line, it would also be useless now that the ascent of the Rob Roy is impracticable.

I forward by same post, under separate cover, the Public Account and Cheque Books for verification. I have sent the Pass Book to Bank of New South Wales to be posted up to date, with instructions to have it then forwarded to Mr. Quodling.

I have, &c.,

ADRIEN C. MOUNTAIN.

No. 99.

Mr. Daniels to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Tuggeranong, near Queanbeyan, 25 January, 1879.

I have the honor to acknowledge receipt of Mr. Palmer's memo. No. 79/64, which reached me on Sunday last.

In compliance with the instructions contained in it, I have again endeavoured to obtain a more gradual rise from the Queanbeyan level to the range. With this object I have examined more in detail the ground south of Tuggeranong and the banks of the Murrumbidgee, as well as the district between the Jerrabomberra and the Tuggeranong Creeks.

From Tuggeranong southwards the range closes towards the river, which it joins at Cuppacumbi-long, and from there upwards the banks of the river are precipitous and intersected by deep gorges, these features becoming more marked as the river is followed upwards, while the face of the range presents no facility for a gradual ascent.

Between the Jerrabomberra and Tuggeranong Creeks there is a distance of about $2\frac{1}{2}$ miles, which would give a gradient of 1 in 40, but the approach from Queanbeyan over very broken ground, and the junction with the Tuggeranong Creek line even worse, make this route impracticable.

On the enclosed tracing (made with difficulty, as my hand is still bandaged) I have shown the general features of the range, the line as staked, and by a dotted pencil line the last-mentioned route, which would pass over the saddle east of the Jerrabomberra Hill and fall towards the Queanbeyan River down the spur west of the town.

I cannot, after repeated study of the ground, recommend a survey of this line, but it is the only alternative to the route by Tuggeranong that I can discover.

71—F

A

A heavy storm, which continued from Sunday night till Thursday night, has delayed me in sending in this report.

I have, &c.,

A. MANNING DANIELS.

It will be advisable to abandon this route altogether, as it appears a waste of time to try to get a practicable line by Queanbeyan.—J.W., 28/1/79. Mr. Palmer. Instructions forwarded to Mr. Daniels.—H.P., 28/1/79.

No. 100.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

28 January, 1879.

MEMO.—You may forward to this office a plan and section of all work done beyond Queanbeyan, and remove your camp without delay to continue your survey from Bungendore *via* Molonglo and Burra Creek to Michelago. This survey must not be worked up, but traversed and levelled to show what sort of section can be obtained by that route.

Mr. Rutledge will, I am sure, be able to point out the best route in that direction.

A tracing of your plan and section showing the Bungendore end of your late work shall be forwarded to you, addressed Bungendore, by next mail.

HERBERT PALMER.

No. 101.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

31 January, 1879.

MEMO.—Under separate cover I have forwarded to you, addressed Bungendore, a tracing showing the plan and section of your trial survey near Bungendore. You will be able to transfer this portion of the work on your new plan and section of the length from Bungendore *via* Molonglo and Burra Creek to Michelago.

The levels of the BMs on the tracing are reduced to the same datum as used on the section of the Southern Railway, as carried through by Mr. Mountain to the commencement of your length.

The difference between the correct level of your BM No. 1 at Lake George and your assumed level being as under:—

BM No. 1, by Mr. Mountain	...	...	...	2,268.56
„ „ Mr. Daniels	...	...	...	2,043.40
			Diff.	225.16

HERBERT PALMER.

No. 102.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

31 January, 1879.

DURING the early part of the month I ran the trial line by the Rob Roy Gap to the summit of the range, as explained in my report of the 15th January.

Since the 11th of the month I have only occasionally been able to use my right hand, which was poisoned in dragging a man in an epileptic fit out of the creek, where he was in imminent danger of drowning. In accordance with instructions received, I examined still further the district and the course of the Murrumbidgee River, but without being able to discover a more gradual ascent of the range.

My camp will move on Monday to the Molonglo Road, and the survey carried on *via* Molonglo to Michelago. The crossing of the Queanbeyan River will be heavy, but at the Uralla Creek will, as far as I can judge at present, give the best approach on either side.

A. MANNING DANIELS.

No. 103.

Mr. Warren to The Engineer-in-Chief.

Sir,

Upper Gundaroo, 6 February, 1879.

I have the honor to inform you that the trial survey from Gunning to junction with Mr. Mountain's line, from Lake George to Queanbeyan, will be completed in about a week. The plan and section are plotted in pencil only; as my instructions were to lose no time in pushing through the survey, but the inking and writing up can be done by any one in the Sydney office.

I am now waiting instructions as to my future movements, as Mr. Palmer mentioned something before I left Sydney about my going on towards Cooma.

I have, &c.,

HENRY B. WARREN.

No. 104.

Mr. Warren to The Engineer-in-Chief.

Sir,

Upper Gundaroo, 15 February, 1879.

I am sending the plan, section and field-books of trial survey from Gunning to junction with Mr. Mountain's work by this day's mail, and shall lose no time in carrying out your instructions as regards the trial survey between Michelago and the Queanbeyan River.

I have, &c.,

HENRY B. WARREN.

No. 105.

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No. 105.

Mr. Warren to The Engineer-in-Chief.

Sir,

Michelago, 18 February, 1879.

I have the honor to inform you that I have examined the route for the trial survey as far as the Queanbeyan River, *via* the Burra Creek. I have not yet heard from Mr. Daniels where he proposes to cross it, but as I understand Urialla is the only favourable crossing, coming by Carwoola, I examined the route from that point, which is about 3 miles above a high range running down to the river and separating it from the valley of the Burra Creek; as it is not possible to cross the range, it will be necessary to follow the river on the south side, and get round the end of it, the range, at a point near a place called London Bridge.

This portion of the route is very rough, and the curves would be very sharp on account of the bends in the river, and I would suggest that it should be surveyed first to see if it is practicable, as if not the rest of the survey to Michelago would be useless. There will be no insurmountable difficulty when I once get into the valley of the Burra Creek, although I think there would be a gradient of 1 in 40 for a couple of miles to get over the saddle of a range at the head of it. I could see Mr. Daniels and decide on the level at which we should cross the Queanbeyan River, after which I could proceed with my survey from that point. Please let me know by return if you approve of my suggestion.

I have just heard that my party are at a stand still between this and Queanbeyan, having lost their horses; so I must send them some more from here to bring them on to-morrow.

I have, &c.,

HENRY B. WARREN.

Mr. Palmer.—W.H.Q., 20/2/79. Instructions forwarded to Mr. Warren.—H.P., 20/2/79.

No. 106.

The Assistant Engineer for Trial Surveys to Mr. Warren.

Upper Gundaroo, 18 February, 1879.

MEMO.—You may forward to this office the plan and section of the trial survey from Gunning to your junction with Mr. Mountain's work, as plotted in pencil, with all field and level books properly numbered and endorsed. I shall then require you to proceed to Michelago, and make a trial survey southward from there to meet Mr. Daniels, who is working northward from Bungendore.

You must first carefully examine the country, starting from a point about a mile to the west of the first public-house in Michelago; thence in a southerly direction to the head of Burra Creek, and by the direction of that creek towards the crossing of the Queanbeyan River, which will be fixed by Mr. Daniels' survey.

Your trial survey must be pushed forward as rapidly as possible, so that a through plan and section may be obtained without delay.

You should proceed in advance of your party as soon as they break up your present camp, to examine this route. The publican at the house I mention will point out to you the way I rode when last in that district from Michelago to Burra Creek.

HERBERT PALMER.

No. 107.

The Assistant Engineer for Trial Surveys to Mr. Warren.

20 February, 1879.

MEMO.—You may commence your trial survey at the Queanbeyan River, and send in a tracing or rough plan and section of your traverse from the river to the head of Burra Creek as early as practicable.

You should however first have a clear understanding with Mr. Daniels as to the proposed crossing of the river.

HERBERT PALMER.

No. 108.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

28 February, 1879.

THE first week of this month was occupied in moving camp and finishing the plan and section of the line between Queanbeyan and the Rob Roy track to Tuggeranong.

In exploring the neighbourhood of the Queanbeyan River on the Burra track, I was considerably delayed by the absence of the only man available who thoroughly knows that district, and therefore devoted a great part of the time to laying out the Bungendore end of the line in order to keep my men employed.

That portion is now staked out and levelled from 4 miles 45·24 chains, where it leaves my original line from Lake George on the straight line bearing 180° continued past curve No. 3, to 11½ miles, a little short of the Molonglo River.

The difficulty experienced in obtaining a route with easy access on both sides of the Queanbeyan River is great. I have two fair routes from the Bungendore side, but these both touch upon it at points with which Mr. Warren considers it impracticable to connect his line. To effect this junction I shall have to take my line lower down the river in a north-westerly direction, where the ranges are heavier and more broken on this side, and as I have not been able to ascertain with any certainty by general examination the possibility of obtaining a good line at that point, I propose to move camp on Monday next to the river and

and run several rough traverses. The general feature of the north bank is a moderate rise towards the river and steep fall to its bed. I scarcely expect to reach within workable distance of the level of the river bed without tunnelling, and beg you will inform me if you should consider that necessity a reason for not continuing the survey of this route.

A. MANNING DANIELS.

No. 109.

Mr. Mountain to The Engineer-in-Chief.

Progress report.

28 February, 1879.

In submitting this report, I have to state that my length from Geary's Gap has now been connected with Mr. Daniels' line near Queanbeyan, that I have also completed the plotting of the section of same, and the plan is finished with the exception of writing on BMs and referencing, which I did not remain in the field to execute.

My levels closed on those of Mr. Daniels (at his BM No. 48) within 15 degrees, which will doubtless be considered satisfactory, seeing that the length of the two lines from their point of departure at Geary's Gap to their junction beyond Queanbeyan covers a distance of some 57 miles.

With this report I have the honor to hand over plan, section, and books (one field and three levelling) of this survey, being a length of 20 miles 33·51 chains.

I have left sufficient space on plan and section to allow of the 4 miles between the Gap and Shinglehouse Creek to be plotted on if required, this piece having been surveyed at the time I was engaged on the Bungendore line, and plotted on plans of that length.

ADRIEN C. MOUNTAIN.

No. 110.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

8 March, 1879.

MEMO.—A section will be required of the route of the Bungendore *via* Carwoola and Burra Creek to Michelago. It is quite possible that a tunnel and a viaduct may be required to get a practicable crossing of the Queanbeyan River, but no obstacle of this kind can be any reason for discontinuing the survey.

What is urgently required is a through traverse and section over the whole of this route, which will show whether a final survey may be required.

The country from Bungendore to Carwoola, and for some distance further in the direction of the Queanbeyan River, is of such an easy character that I quite expected to have a section of this length completed by the end of February. You need make no survey of detail on this traverse.

HERBERT PALMER.

No. 111.

The Assistant Engineer for Trial Surveys to Mr. Warren.

8 March, 1879.

MEMO.—As the section of the route from Bungendore to Michelago *via* Burra Creek is urgently required, it will not be necessary to survey any details on this route; merely enter the crossings of fences, creeks, &c., in your level-books.

Stake a traverse through from your junction with Mr. Daniels to Michelago, and on plotting the section, show a few cross levels on your plan where any great improvements could be made.

The section now required is to show whether the route is a practicable one and if a final survey may be required.

HERBERT PALMER.

No. 112.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

31 March, 1879

THE past month has been occupied in running trial traverses and levels from the Urialla crossing of the Queanbeyan River back towards Bungendore, in continuation of the traverse run from the opposite bank towards Michelago by Mr. Warren, the work being somewhat retarded, as I have been for the greater part of the month working short-handed.

By same post I forward tracings of traverse and section on Mr. Warren's line and my own, and enclosed with this a rough sketch of the route from Lake George to the Queanbeyan River. For convenience of reference, I have put the tracing of my traverse on the same paper with Mr. Warren's, and the datum line of the two sections corresponds.

The dotted black surface line on my section shows approximately the section on the red line as laid down from the cross sections, the position of $\Delta 9V$ being retained at 154 chains from $\Delta 22$ on main traverse, as shown on plan. The length of section from O to $9V$ is reduced to 95 chains (as scaled off the plan), and the 1 in 40 gradient pencilled on the section calculated for that length.

Upon the enclosed sketch I have written the heights at each mile to $11\frac{1}{2}$ miles as levelled. The whole distance to the river is about 25 miles. Upon the 7 or 8 miles intervening between $11\frac{1}{2}$ miles and $\Delta 37$ there is no difficulty whatever, as will be seen by the aneroid levels, the only noticeable feature being the Molonglo River, which at the crossing shown runs between two spurs that afford easy means of bridging above the general level of the grass plains east of the line.

This being so, I have to ask if it will be necessary to run an experimental traverse over that portion, and beg you to send me instructions by telegram.

A. MANNING DANIELS.

No. 113.

No. 113.

Mr. Warren to The Engineer-in-Chief.

Progress report.

31 March, 1879.

OWING to the very rough nature of the country I have been unable to make much progress during the month, but I have got over the *worst* part of the route, and am sending in a tracing of plan and section of traverse lines, as well as of a line which I have projected on plan, but *not marked* on the ground. The section on this projected line has been compiled from cross sections, and is only approximate.

I have forwarded it to Mr. Daniels to trace *his* work on it, as you can form a better idea of the bend in the line at the Queanbeyan River to avoid a *heavy range* before getting into the Burra Valley. On account of the sharp curves, I thought it advisable to keep to an easy gradient while running along very steep sloping ground close to the river. The 1 in 40 gradient may be improved, if necessary, as it is only a matter keeping to the range for a longer distance than I have done; but this might necessitate *more work*. I am going to shift camp to-morrow and run my traverse up the Limestone Creek for about 4 miles before getting into the Burra Valley, as I think it is the best route. The Burra Creek winds about greatly, and some heavy bluffs run into it, whereas the Limestone Creek is quite direct and very little work on it. There will be a short pinch getting through the range dividing it from the Burra, but I think it can be managed in open cutting. A good deal of time was lost during the month owing to heavy rains, but the weather is quite settled again.

HENRY B. WARREN.

No. 114.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

2 April, 1879.

MEMO.—In accordance with your verbal instructions, I have arranged that Mr. Stephens is to leave for Goulburn on Thursday next to examine and report upon the best route for railway purposes from the southern line to Tarrago and Bungendore.

He will also, while in the neighbourhood, examine a route that has been recommended, leaving the Southern Railway near the first Breadalbane Plain, and thence to Bungendore by the eastern side of Lake George. When he has done this, I propose that he shall go to Queanbeyan and make a trial survey in continuation of the line abandoned by Mr. Daniels, as I do not consider that this portion of the trial survey has been satisfactorily worked up.

HERBERT PALMER.

No. 115.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

2 April, 1879.

MEMO.—Enclosed I return the tracings received this morning of the plan and section of your traverse at the proposed crossing of the Queanbeyan River. I wish you to make some additions to both plan and section with as little delay as possible, which will show whether a practicable line can be got in this direction.

I presume that the point I have marked A on section at your station, numbered 18, is the lowest to be had, and on laying down a gradient of 1 in 30 your present traverse would do as far as B (the section at station No. 6 can evidently be lowered).

The next work I require is from the point marked B, and from this point I wish you to make a new traverse, working up to the pencil gradient of 1 in 30, and from the features in your plan it appears to me that the sidling ground can be followed in the direction of the line I have dotted in pencil to some crossing of the Queanbeyan River. It will be necessary to show the river on your plan from your present crossing downwards to the new crossing, and you must also show how you can connect with Mr. Warren's line.

If there is anything impracticable in this suggestion, your plan, by features and levels, must show what are the obstacles. As there is no sudden rise from the river on Mr. Warren's length, I presume there could not be any very great difficulty in joining his line from a lower crossing of the river.

HERBERT PALMER.

No. 116.

Telegram from Assistant Engineer for Trial Surveys to Engineer-in-Chief.

Cooma, 6 April, 1879.

EXAMINED route by Lake George, Bungendore, and Queanbeyan. Portion through Queanbeyan unsatisfactory. When returning shall examine another route by Molonglo to Bungendore. If you have instructions please reply to-day.

HERBERT PALMER.

No. 117.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Office, 9 April, 1879.

MEMO.—In accordance with your verbal instructions, I have arranged that Mr. Randall is to leave for Queanbeyan as soon after the Easter holidays as he can get his camp equipment together. I can also go there myself towards the end of next week and thoroughly examine the route already surveyed by Mr. Daniels and those proposed by Mr. De Salis; I will then instruct Mr. Randall how to proceed.

I have communicated with Mr. De Salis, informing him that this survey is to be commenced, and have requested him to direct me to some one in the neighbourhood who is well acquainted with the country.

HERBERT PALMER.

No. 118.

No. 118.

The Engineer-in-Chief to The Assistant Engineer for Trial Surveys.

Government Railways, Engineer-in-Chief's Office, 10 April, 1879.

MEMO.—Mr. Greville is asking in the Assembly to have the exploration of the line from near Goulburn to Tarago continued through Braidwood to Cooma.

Instruct Mr. Stephens to explore this line and report.

JOHN WHITTON.

Instructions forwarded to Mr. Stephens.—H.P., 16/4/79.

No. 119.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

16 April, 1879.

MEMO.—Please send in a report and section (barometrical) of the lines you have explored *via* Tarago and Lake George to Bungendore, and do not for the present try anything *via* Gundary Creek.

It has been decided that the exploration of the Tarago route is to be continued to Braidwood, and thence to Cooma, so you will please proceed without delay to do this. I send by same mail a county map of Beresford, so that you now have a map of the district throughout.

You will probably have to leave Braidwood some six or seven miles to the east, to avoid two crossings of the Shoalhaven River.

HERBERT PALMER.

No. 120.

Mr. H. Buckland to E. Greville, Esq., M.P.

Dear Sir,

Braidwood, 17 April, 1879.

Yours of the 9th instant is duly to hand, in which you kindly ask for any information I may be able to give. I beg to state that we have the finest timbered district in the Colony, so much that if we could only send it to Sydney we could load a train every day; at the present time we have six saw-mills in full work. We now supply Goulburn, Queanbeyan, Bungendore, and the country for miles round, and should the road be taken through Queanbeyan the timber must come from here, whereas Queanbeyan has nothing for back carriage only a little produce, and not much of that; what they produce over their own consumption nearly all comes to Braidwood, for the population in Braidwood and the several gold-fields is considerably more than Queanbeyan, Bungendore, and Gundaroo together; and then again, through Braidwood to Cooma, it would be some miles nearer, with little or no engineering difficulties, besides passing through Government land nearly all the way, and fine land fit for any purpose as well as being well timbered; in fact, the country it would open up would be enormous, which would soon be taken up by selectors and others if there was only a way to get the produce to market, and be the means of hundreds of families making homes for themselves. If it passes either of the other proposed routes, the land is all, or nearly all, purchased by large squatters and graziers, consequently it would be only doing good for a few at the expense of many.

The nearest, and I believe the best, way from Goulburn to Braidwood would be to pass somewhere near Bradley's Brewery, cross the plain by a place called the "Ship in distress," then to Lake Bathurst, then to Upper Boro, from there to Manar, then to Braidwood; this route would save about 5 miles to Braidwood, and from here to Cooma would be about 30 miles nearer than the one *via* Queanbeyan.

I might say that, in all probability, should the road be brought to Braidwood, there would be hundreds of tons of mundic for back carriage; at the present time it has to be carted from here to the Clyde to be sent to Melbourne.

It is impossible to form any idea of how much gold is got in the district by the return of the escort, as it is well known that there is quite as much goes by private hands. Mr. Fraser could tell you how much he knows goes privately.

I remain, &c.,

HENRY BUCKLAND.

Should you want any more information I shall be always happy to give you what I can.

No. 121.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

19 April, 1879.

MEMO.—Under separate cover I have forwarded the section and tracing paper, also 10-chain scale, as requested. As soon as you have examined the country between Braidwood and Cooma you may return without delay to this office, to complete sketch, plan, &c., of the routes explored, and you may report from Cooma on what date you will be back in Sydney. I want this information as early as possible, to enable me to arrange your next work.

HERBERT PALMER.

No. 122.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

21 April, 1879.

MEMO.—I leave Sydney to-night for Queanbeyan, to inspect the routes you surveyed from that town towards Monaro, *via* Jerabombera and Tuggeranong. I hope to leave Queanbeyan on Friday next for Carwoola, and should like you to arrange to go over your survey from Carwoola to the proposed crossing of the Queanbeyan River on Saturday next.

HERBERT PALMER.

No. 123.

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No. 123.

The Assistant Engineer for Trial Surveys to Mr. Warren.

21 April, 1879.

MEMO.—A road plan of the Gunning and Queanbeyan Road (scale 4 inches to the mile) was taken from this office by Mr. Vine when he started the trial survey from Gunning. If this is now in your possession, please forward it without delay to this office.

HERBERT PALMER.

No. 124.

E. Greville, Esq., M.P., to The Engineer-in-Chief.

Dear Sir,

Sydney, 22/4/79.

I enclose a letter from Mr. Buckland, whom I mentioned to you as being a likely person to show the surveyors over the ground between Goulburn and Cooma.

Perhaps you would refer it to the surveyors.

Yours faithfully,

EDWD. GREVILLE.

Mr. Palmer to inform Mr. Stephens of the route recommended by Mr. Buckland.—J.W., 26/4/79.
Mr. Palmer. Mr. Stephens informed.—H.P., 28/4/79.

No. 125.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Queanbeyan, 24 April, 1879.

MEMO.—Enclosed is a telegram from Mr. Gill, forwarded to me from the office. During the last three days I have carefully examined the country from Queanbeyan to the tablelands with Mr. De Salis and others well acquainted with the country, and have started Mr. Randall on a trial survey, which I hope will give a fair section by which 1,000 feet will be gained. Mr. Daniels' trial line in that direction is utterly worthless. I leave to-morrow for Molonglo, shall examine the trial survey now being made towards the Burra Creek on Saturday, return to Goulburn on Sunday, and be at the office on Monday morning.

HERBERT PALMER.

No. 126.

Mr. Warren to The Engineer-in-Chief.

Sir,

Michelago, 26 April, 1879.

I am in receipt of Mr. Palmer's memo. of the 21st instant, and in reply beg to state that I did not receive the plan he refers to from Mr. Vine.

My survey through the Burra is progressing favourably, and I hope to finish as far as the Michelago Creek by the middle of May. With the exception of a few cuttings, I have got almost a surface line. After getting past the rough portion at the river it runs principally on side-lying ground, so I have to cross-section a good deal in order to be able to show an approximate section on my projected line.

Please send me about 15 feet of tracing paper 2 feet wide for plan, and same length 18 inches wide for section, and I will forward tracings as soon as possible.

I am, &c.,

HENRY B. WARREN.

Tracing paper not necessary; instructions forwarded to Mr. Warren.—H.P., 30/4/79.

No. 127.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

28 April, 1879.

MEMO.—Mr. Henry Buckland has forwarded the following description of what he suggests as the best route for railway purposes between Goulburn and Braidwood:—

To pass near Bradley's brewery, cross the plain by a place called the "Ship in distress" to Lake Bathurst, thence to Upper Boro, and thence to Manar and to Braidwood.

This route, Mr. Buckland adds, would save about 5 miles between Goulburn and Braidwood.

HERBERT PALMER.

No. 128.

The Assistant Engineer for Trial Surveys to Mr. Warren.

30 April, 1879.

MEMO.—Now that you have carried your survey beyond the difficult country, I shall require you to stake out a traverse through the points you cross level, so that the section of the trial survey may be levelled over a line actually staked.

Should this line hereafter be permanently staked for contract, a few additional cross levels on this traverse will be all that will be required to lay out the permanent tangent lines.

I have not forwarded the tracing paper as requested, as you may complete the plotting of your plan and section to Michelago, and forward them to this office.

I now forward under separate cover a plan in two parts of the road and details of surveys and features from Michelago to Cooma, and you may commence a new plan and section for this length. On completing to Michelago, examine the country ahead and then push the trial survey through as rapidly as you can. I shall endeavour to come through this next length early in June.

HERBERT PALMER.

No. 129.

No. 129.

Mr. Warren to The Engineer-in-Chief.

Progress report.

30 April, 1879.

HAVING had casier country this month, I have completed traverse and taken section over same to 14 miles 31 chains from Queanbeyan River; some cross sections have to be taken on a portion of this before it will be ready for staking out traverse on trial line. I shall require to run preliminary traverse a few miles further; after this is worked up I shall shift camp and commence staking out traverse on trial line.

HENRY B. WARREN.

No. 130.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

1 May, 1879.

THIS month has been occupied in running traverses for deviation of line on the right bank of the Queanbeyan River, and connection with Mr. Warren's line at about 2 miles 34 chains from his starting point. The ground over which this line runs is broken, and required a good deal of experimental work to get a fair section. This part of the line is nearly finished, and I expect to be able to start upon the intervening six or seven miles to the Molonglo River in a few days.

A. MANNING DANIELS.

No. 131.

Mr. Stephens to The Assistant Engineer for Trial Surveys.

Sir,

Cooma, 1 May, 1879.

Cooma is in a basin, and rather difficult of approach from the northward, in fact the only available entry is through a gap in the hills at the N.E. corner of the town boundary of Cooma.

This land is still in the hands of the Crown; but I hear from the Deputy District Surveyor that it is likely to be cut up for sale very shortly. I would suggest that the Lands Department be requested to withhold that portion of this land which would be likely to be required for station purposes, at all events until such time as you have the opportunity of examining it for yourself.

I have looked over two routes towards Cooma. I regret to say that the country is difficult, the successful crossing of the Main Dividing Range being no easy matter. Parkes's Gap, the lowest about here (between the parishes of Ollalulla and Jingera), is 3,955 above the sea, but the rise from the Shoalhaven River up to it is very sudden.

The Jerrabuttgulla Creek, which certainly appears to be the natural course for the line to run, is very good indeed, and the range dividing it from Jindon Creek is only 3,755, but then the Main Dividing Range at the head of Jerrabuttgulla Creek is some 4,629 feet above the level of the sea; however, I will be able to explain matters better in my report.

To-day I start back on my return journey, and I intend to examine the country, *via* the parishes Clifford, Rose Valley, Stannard, Good Good, and Hill.

I have, &c.,

R. D. STEPHENS.

The Engineer-in-Chief,—H.P., 3/5/79. Mr. Palmer to see me on this matter after Mr. Stephens's return.—J.W., 17/5/79. Engineer-in-Chief decided that no steps need be taken in this matter.—H.P., 3/6/79.

No. 132.

The Engineer-in-Chief to E. Greville, Esq., M.P.

Sir,

Sydney, 2 May, 1879.

I have the honor to acknowledge your letter of the 22nd ultimo, enclosing one from Mr. Buckland, describing the country and resources of the district between Goulburn and Cooma *via* Braidwood, and in reply to inform you that a surveyor has been instructed to examine the proposed line of railway.

I have, &c.,

(For the Engineer-in-Chief),

W. H. QUODLING.

No. 133.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

3 May, 1879.

MEMO.—When you have handed in your reports on the routes explored from Goulburn *via* Tarago to Bungendore, and *via* Braidwood to Cooma, I wish you to make arrangements with the least possible delay for starting the survey of a trial line over the route suggested by you from Goulburn to Tarago and Bungendore.

Mr. Daniels will work back from Bungendore to meet you.

HERBERT PALMER.

No. 134.

Mr. Randall to Assistant Engineer for Trial Surveys.

Sir,

Survey Camp, Jerrabomberra, 12 May, 1879.

I have the honor to forward herewith tracings of plan and section of portion of trial line, commencing at the saddle pointed out by you, and falling towards Jerrabomberra, with a maximum incline of 1 in 40, according to your instructions. The distance along my line until it connects with Mr. Daniels's 25-mile peg is 3 m. 42·12 chains; the average gradient is about 1 in 45. A cutting of 20 feet at the saddle referred to will reduce the general incline to 1 in 47. No portion with a moderate extent of cutting and filling will exceed 1 in 40, and may be kept below that without very heavy earth-work.

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I shall now continue the line forward until I hear from you, whether you wish me to survey the alternative line passing behind Mr. Palmer's at Jerrabomberra before moving my camp, or if you prefer my pushing forward this line, when I will move nearer to my work; the latter would I think be more advantageous.

Having commenced at a distance beyond where I connect with Mr. Daniels's line and working backwards, the numbering of the stations will not be continuous. Is that important? At present the pegs are only numbered temporarily in pencil; the chainage and levelling running in the same direction would occupy some time in altering.

I trust I am carrying out your wishes in a satisfactory manner; I will send you tracings of the next portion as soon as possible, but in the meantime will you kindly instruct me in reference to the other line alluded to, and the manner in which you prefer this portion to be numbered.

I have, &c.,

ALFRED RANDALL.

Tracings received and instructions forwarded to Mr. Randall.—H.P., 20/5/79.

No. 135.

The Assistant Engineer for Trial Surveys to Mr. Randall.

20 May, 1879.

MEMO.—I have received the tracings of plan and section of your trial survey, from 25 miles on Mr. Daniels's line. The numbering of your traverse stations being backwards is of no importance, but you must be careful to keep all the plotting of both plan and section from right to left, from your starting point in the direction from Queanbeyan to Cooma. The tracing of the plan forwarded to me is correct in this particular, but the section is reversed. You may continue the survey of this line to the summit without reference to the alternative line at the back of Mr. Palmer's residence, as I am in hopes from the favourable results of your trial line so far that it will not be required.

HERBERT PALMER.

For the future please address all communications and tracings to the Engineer-in-Chief.—H.P.

No. 136.

Mr. Warren to The Engineer-in-Chief.

Progress report.

31 May, 1879.

ACCORDING to instructions, after completing preliminary traverse through the most difficult country, I shifted my camp back to start staking out a traverse over trial line from Queanbeyan River, but owing to the very broken weather during the month my progress so far has been unsatisfactory. I have staked out and taken section over 2 miles 30 chains of trial traverse, and have got lines cleared to start taking section, &c., up to 4 miles 40 chains from the river. I hope to report better progress next month.

HENRY B. WARREN.

No. 137.

Mr. Hoyle to The Engineer-in-Chief.

Progress report.

31 May, 1879.

THIS month has been very wet indeed. There have been eleven days' rain and snow. Unable to do any work whatever, and, with few exceptions, showery every day.

I have explored the country to the westward of my first trial survey, and found it very rough indeed, broken, and the ranges very high, running nearly due east and west, and the country impracticable for any line. At present I am endeavouring to improve my first survey.

J. WALKER HOYLE.

No. 138.

Mr. Randall to The Engineer-in-Chief.

Sir,

Survey Camp, about 12 miles from Queanbeyan, 8 June, 1879.

I have the honor to inform you that I have run the trial line to the summit of the hill near the old Monaro Road, continuing the same a few chains beyond towards the flat land.

The distance from Daniels's 25-mile peg to the crossing of the high hill (Dunn's Hill I believe it is called) is 8 miles 32·12 chains, and the height, by my levels, above Mr. Daniels's 25 miles, is 735 feet.

I will, in about a week from now, forward tracings of plan and section of this portion of the work. I have yet to traverse a part of the same. I am now camped about a mile beyond the summit of the hill alluded to, the position of which I have roughly sketched below.

I have, &c.,

ALFRED RANDALL.

No. 139.

The Assistant Engineer for Trial Surveys to Mr. Randall.

Mr. Randall,

10 June, 1879.

I find no progress report on your May journal. I expect a concise report at the end of each month, stating exactly what progress has been made during this period on the survey upon which you may be engaged. It is by this means alone that I can keep myself thoroughly acquainted with the state of the

different surveys. I now wish to be informed to what point beyond your junction with Mr. Daniels's line at Jerabombera Creek your survey has been extended, what height you have gained, what length you have still to stake to gain the summit, and the probable height you have yet to rise, also the date upon which you expect to be able to send in a plan and section of the length from Jerabombera Creek to the tableland.

HERBERT PALMER.

No. 140.

The Assistant Engineer for Trial Surveys to Mr. Warren.

18 June, 1879.

MEMO.—I am anxious to have the plan and section of the trial line from the Queanbeyan River to Michelago as early as practicable. Please report when you expect to be able to send this in. The plan and section from Michelago to Cooma may be kept in one length.

HERBERT PALMER.

No. 141.

Mr. Simpkins to The Engineer-in-Chief.

Trial survey of line from Cooma to Bombala.

Sir,

Railway Survey Camp, Cooma, 13 June, 1879.

I have the honor to report that I have examined the various routes suggested for the proposed line from Cooma to Bombala, and beg to recommend the adoption for trial survey of a line, the route of which will be as follows:—

The line will start from a point at Cooma suitable for a station, on the northern side of the Cooma Creek, and will follow the valley of the creek for a distance of about 4 miles; thence proceeding through a valley called Stewart's Gap to the Rock Flat; and from thence following up the valley of the Brick-kiln Creek to a saddle in the Dividing Range, about a mile and a half eastward of the Peak, and about 5 miles from Nimitybelle.

From the saddle the line takes a direction nearly due south, crosses the head of the Bobundarra Creek, and crosses a spur of the main range near the source of Boco Creek. The line follows the Boco Creek, and crosses the river Maclaughlin near the mouth of the creek at a point where the rock cliffs would permit of an iron arched girder bridge.

From this point the line skirts the hills forming the valley of the Maclaughlin River, crossing Bungee Peak Creek near its mouth. From Bungee Peak the line will follow nearly the course of the road to Wangellie.

From Wangellie the line crosses the plain in a southerly direction to near Bakalong Head Station; thence across undulating country to Bombala, coming into the town on the northern side of the Bombala River, near the Court-house.

I estimate the length of the proposed line at 58 miles.

I have, &c.,

SEYM. G. SIMPKINS.

Seen by Engineer-in-Chief.—W.H.Q., 24/6/79.

Mr. Palmer.

Route as proposed for survey

sketched on county map.—H.P., 25/6/79.

No. 142.

Mr. Daniels to The Engineer-in-Chief.

Sir,

Carwoola, *via* Bungendore, 13 June, 1879.

I have the honor to acknowledge receipt of memo. No. 79-609, in which Mr. Palmer asks me to report as to when I shall be able to send in plan and section of the line between Bungendore and the junction with Mr. Warren's line.

The field work is now completed with the exception of the peg lettering, and the drafting of plan and section is well forward.

Yesterday and to-day I have been almost entirely prevented by a severe cold and cough from working on the plan, but hope to be able to despatch both plan and section to the office towards the end of next week. My camp will shift on Monday next to Bungendore, which will after that date be my post town.

I have, &c.,

A. MANNING DANIELS.

No. 143.

Mr. Simpkins to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Cooma, 14 June, 1879.

I have the honor herewith to forward enclosed my report upon the route for the trial survey of a line from Cooma to Bombala. The preparation of this report has been somewhat delayed owing to the excessively wet weather that has prevailed in this district during the last few weeks, rendering the country almost impassable from the swollen creeks and floods; the inclement weather has also delayed the work by making it difficult to obtain the assistance of persons in the district interested in this work, whose local knowledge would have been of great value.

I have, &c.,

SEYMR. G. SIMPKINS.

No. 144.

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No. 144.

Mr. Randall to The Engineer-in-Chief.

Sir,

Survey Camp, near Cooma Road, 12 miles from Queanbeyan, 14 June, 1879.

I have the honor to forward herewith rough tracings from my survey of trial line from Queanbeyan to Cooma. This part is very tortuous, but as far as the country will allow I have avoided making it unnecessarily so.

I have repeated on the sectional tracing the former portion previously sent in, on account of that having been drawn in the contrary direction, my line starting at Station 1 and running both ways.

There appears to be no difficulty in continuing the line from my last point, which is a mile beyond the summit of the high land crossed. I presume I shall be right in going on with the line, but if otherwise will you be kind enough to instruct me accordingly.

I have, &c.,

ALFRED RANDALL.

Mr. Palmer.—W.H.Q., 16/6/79. Tracings received; instructions forwarded to Mr. Randall.—H.P., 16/6/79.

No. 145.

Mr. Warren to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Michelago, 14 June, 1879.

I have the honor to report progress of trial survey from Queanbeyan River to Michelago *via* Burra Creek.

Preliminary section and cross levels completed to 16 miles 40 chains; trial survey traverse staked and levelled to 8 miles. A few days detailed surveying will complete to this point.

Progress was very much impeded last month through wet weather, but if this month and next continue fine I hope to be able to forward the plan and section as far as the Michelago Creek by the end of July.

Five months may appear a long time to take over a survey 19 miles in length, but I have had very rough country to deal with, as well as being densely timbered.

I have, &c.,

HENRY B. WARREN.

No. 146.

Mr. Randall to The Engineer-in-Chief.

Sir,

Railway Survey Camp, near Cooma Road, 12 miles from Queanbeyan, 15 June, 1879.

I beg to acknowledge the receipt of a memorandum of Mr. Palmer from your office, dated the 10th instant, but which I did not receive until after I had dispatched my letter last night, containing tracings of plan and section from Mr. Daniels's 25-mile peg near Jerrabomberra to the extent of my survey—9 miles 31.12 chains beyond the same.

My letter to you of the 8th instant will I think have given the information required by Mr. Palmer, and with that of yesterday's date, and the tracings referred to, will I trust furnish that gentleman with the necessary details.

I will in future forward my report at the end of each month when sending in my journals.

I have, &c.,

ALFRED RANDALL.

No. 147.

The Assistant Engineer for Trial Surveys to Mr. Randall.

16 June, 1879.

MEMO.—I have the tracings of your trial survey from Jerrabomberra Creek to the tableland, and am much pleased with the result.

You will now be good enough to continue this trial survey to Michelago, where you will form a junction with the trial survey now being made by Mr. Warren. I expect to come up shortly, and will then go over with you the route you propose to survey. By same mail I forward to you, addressed Queanbeyan, a plan of the road from Queanbeyan to Michelago.

HERBERT PALMER.

No. 148.

Mr. Simpkins to The Engineer-in-Chief.

Sir,

Railway Survey Camp, near Cooma, 18 June, 1879.

I have by this mail dispatched my report upon the route for the Cooma and Bombala line; the preparation of this report has been delayed by the exceedingly bad weather which we have had here during the last few weeks; incessant rain, varied by snow on the hills, has made the country impassable on horseback and very difficult travelling on foot.

I have taken advantage of all the local information I could get, and had the weather been better I should have had the company of some of the local people, which would have been a great assistance. From Cooma to the Peak Range (Nimitybello) the country is easy, but from the peak for about 20 miles southward the country is mountainous, intersected by deep gullies and swollen creeks, making exploration through it very slow work.

The people here seem to take very little interest in the line to Bombala from Cooma—their interest seems to be to get communication with Bega and Eden, and rather than give me information respecting the nature of the country, they were far more disposed to debate the advisability of constructing a railway through
Monaro

Monaro at all ; the information I was able to glean was, although I tried the best sources available, in most cases misleading, and cost me several days of profitless exploration. I have two or three routes near to the line of the main road, but none are practicable ; also routes suggested by licensed surveyors and others, who may be supposed to have an intelligent knowledge of the country, but their assistance, although cheerfully given, in most cases has not been of much practical value.

The route I have selected was suggested by hearing that thirty years ago it was the route of the bullock teams from Bombala towards Sydney, but for some unexplained reason it is not now used ; it is in my opinion a far superior route to that laid out as the main road.

I am, &c.,

SEYMOUR G. SIMPKINS.

I enclose clippings from the local papers. Please send me plan and section of the trial survey into Cooma at Cooma end, also a small supply of tracing paper, of which I have none.

Tracing of Cooma, tracing paper, and instructions forwarded to Mr. Simpkins.—H.P., 24/6/79.

No. 149.

The Assistant Engineer for Trial Surveys to Mr. Simpkins.

24 June, 1879.

MEMO.—Herewith I forward a tracing of the township of Cooma, reduced to a scale of 10 chains to an inch, which you can transfer on the commencement of the plan of your trial survey from Cooma to Bombala.

The trial survey from Michelago to Cooma has not yet been made, so you should carefully examine the country north of Cooma and select the best approach on that side, probably at its north-eastern corner, and then start your survey at some point near the town. I shall then require a tracing of the first two or three miles of your plan and section as early as practicable, so that a satisfactory junction with your survey may be made with the one from Michelago.

HERBERT PALMER.

No. 150.

Mr. Daniels to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Bungendore, 28 June, 1879.

By yesterday's coach I forwarded to your office plan and section of the trial line run from Bungendore to Urialla, but had not time to send by the same mail my report upon it, which I now have the honor to submit to you.

The line leaves the Lake George, Queanbeyan, survey in a paddock a short distance south of Bungendore, and runs from that to the Queanbeyan River, almost entirely through land owned or leased by Mr. Thomas Rutledge, the exception to this being trifling. From Bungendore to the Molonglo River the country is chiefly open grass land, while from there to the junction with Mr. Warren's line, in the parish of Urialla, the line passes over a hilly, poor, moderately timbered country, chiefly of a rocky character, not sufficiently compact for blasting, the surface soil being never of any great depth.

From the summit of the range at the approach to the Queanbeyan River to the end of the section the hills are very steep and broken ; and though on the north of the river the section might be improved by numerous cross sections, I do not consider that the leading features of the country beyond would admit of any material alteration in the last 2 miles of section.

The detour at the Molonglo was made to avoid the low swampy country extending for some distance on each bank of the river, and to provide a sound crossing where the rocky gorge prevents any possibility of a change of the river bed. The great expanse of low-level land prevents any great rise of flood-water here.

Where the line runs into the Foxlow Road at Carwoola a school was commenced after my line was ranged, and I had to choose between cutting through the school ground and into hills beyond, or diverting the road slightly for a few chains ; as the latter gave a better section and was approved by the school authorities and landowner, it was adopted.

At the Queanbeyan Road I could not ascertain the flood level, but am informed that it has been seen about 10 feet above the water level shown on the section. This point being at no great distance from the river source, a large accumulation of flood-water need not be apprehended.

The section is plotted and all BM heights are reduced to railway datum ; on the plan traverse stations are marked in sepia, to distinguish them from trial line pegs (red), with which they in some cases correspond. An error of 10 chains in the plotting at 20 miles was noticed too late for alteration ; a corrected plotting of the section is added below.

The completion of the drafting was considerably delayed by a very severe cold and cough from which I have been suffering for the last fortnight, while, in order to keep my men employed, I have at the same time carried on the line connecting this line with the Tarago route, starting on the east side of the Bungendore-Molonglo Road, of which 5 miles are now staked and partly levelled.

Referring to this route, I have received from Mr. Stephens a sketch of the line tracked by him between Tarago and this, and beg to be informed if I am to be guided by that in detail or only generally.

I am also not quite clear as to whether my portion of this route is to be plotted separately or added on to Mr. Stephens's work.

In the former case I shall require both plan and section paper.

I have, &c.,

A. MANNING DANIELS.

Mr. Palmer.—J.W., 30/6/79.

Paper and instructions forwarded to Mr. Daniels.—H.P., 1/7/79.

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No. 151.

Mr. Simpkins to The Engineer-in-Chief.

Progress report.

30 June, 1879.

I HAVE the honor to report progress of work in connection with the trial survey from Cooma to Bombala during the month of June as follows:—

In selecting the route for the trial survey I have examined the following routes, viz., from Cooma to the Peak Range *via* the valley of the Cooma Creek, also *via* the valley of the Brick-kiln Creek, and taken the relative heights of the saddles in the Peak Range from "The Twins" to the Peak, and from the Peak to Nimitybelle, examined the country on the west side of the Maclaughlin River, *i.e.*, the route to Bombala *via* Bobundara; also examined route *via* Valley of the Maclaughlin River, Wangellie, and Bakalong to Bombala; also examined route Bombala to Nimitybelle *via* Bibbenluke, Bummingimba, and Thoko; also routes from Bibbenluke to the Maclaughlin River *via* the old road through valley of Jettybar Creek; also a suggested route *via* Mount Cooper Creek and Spring Flat to the Maclaughlin River; also examined a route *via* Jaicumbilly and Native Dog Creeks to Nimitybelle; in all a length of about 200 miles. I returned to Cooma on the 25th of June, and commenced the trial survey on the 26th, from which time up to the end of the month I have surveyed the principal streets to connect the plan of the township with my survey; I have also made a survey of the Cooma Creek for about $1\frac{1}{2}$ mile from Cooma.

I have, &c.,

SEY. J. SIMPKINS.

No. 152.

Mr. Stephens to The Engineer-in-Chief.

Sir,

Progress report.

1 July, 1879.

I have the honor to report that I have all but completed the first $10\frac{1}{2}$ miles of this line. The weather we have had during the past month has greatly retarded us; the storms have been almost incessant. However, I am glad to be able to report that the line so far is very fair indeed.

You would oblige me by forwarding a county map of this district. It would be of considerable assistance to me.

I have, &c.,

R. D. STEPHENS.

No. 153.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

1 July, 1879.

MEMO.—By same mail I have forwarded to you plan and section paper for the length upon which you are now engaged. You must be careful to plot your work backwards from Bungendore to meet Mr. Stephens, so that when your plans are joined to his the mileage from Goulburn can be carried through to Bungendore in the usual direction, left to right.

You can of course plot the local mileage on your work, commencing with Zero at the junction with Lake George and Burra Line; the through mileage can then be attended to when the plans are joined in this office.

I instructed Mr. Stephens to send you a sketch and description of the route recommended for survey between Tarago and Bungendore, and you should adhere to this route, unless perceptible improvements can be made.

HERBERT PALMER.

No. 154.

Mr. Randall to The Engineer-in-Chief.

Sir,

Railway Survey Camp, near Cooma Road, 2 July, 1879.

I have the honor to forward herewith my monthly journal for June, and to report the extent of work done.

Since furnishing my last tracings (14th June) I have completed an additional length of 5 miles 35 chains, which I am now plotting, and will forward tracings (plan and section) in a few days, when I will report more fully upon this portion of the work.

This will make the total distance 14 miles 66.12 chains from Mr. Daniels's 25-mile peg; the point to which my line extends being near the 16th mile from Queanbeyan upon the Cooma Road. I may, however, remark that the country, being of a broken character, much time is occupied in examining it while laying out the lines.

I am glad that the line so far as has been reported on is satisfactory. I have every reason to hope that the continuation will be equally so. I purpose moving camp in about a week's time to a point on the road between the 19th and 20th miles.

I have, &c.,

ALFRED RANDALL.

No. 155.

Mr. Randall to The Engineer-in-Chief.

Railway Survey Camp, west of Cooma Road, about $10\frac{1}{2}$ miles from Queanbeyan,

Sir,

6 July, 1879.

I have the honor to forward the accompanying tracings of portion of my survey from 9 miles $31.12\frac{1}{2}$ chains to 14 miles 66.12 $\frac{1}{2}$ chains from Mr. Daniels's 25-mile peg.

The furthest point being near the 16th mile from Queanbeyan, on the Cooma Road, I will connect with a marked mile tree, when continuing the survey, after moving camp to a more convenient distance.

You

You will observe the line skirts the foot of Wright's Ranges, but it appeared to me that by so doing it would be more level than by striking in the direction of the Cooma Road. It was necessary to curve towards the higher ground from the point B to avoid the great fall of the valley leading to the "Rob Roy" (formerly a public-house, shown on plan of road to Michaelago as "Burra Inn").

It is probable that the line might be shortened by keeping to the eastward of the ridge between my survey and the Cooma Road, starting at the point A. I will devote a day or so to this before moving camp while the men are pegging and marking, when, if I find any improvement can be effected, I will report the same to you.

I believe, however, that I have already obtained the best general line in this locality.

I have, &c.,

ALFRED RANDALL.

No. 156.

Mr. Randall to The Engineer-in-Chief.

Sir,

Railway Survey Camp, 13 July, 1879.

I beg to inform you that I have examined that part of the country to which I alluded in my letter of the 6th instant, and that, finding the general appearance in many respects favourable towards obtaining a good line, have laid out about 3 miles of the same. I am now continuing this line, while two of my men are painting and finishing pegging on the work behind me.

I believe that the deviation I am now running will at least give very useful information; and it is quite possible that when the two sections are compared it may be the better of the two.

I trust therefore that you will approve of the course I have taken in this respect, as it seemed to me better, before moving camp a few miles further on, to try this alternative, which will follow along the foot of the ranges that the present Cooma Road passes between the 10th and 16th miles, instead of those on the opposite side of the valley, near Wright's Ranges. The completion of this will occupy but a few days, which I will go on with, unless otherwise instructed, and shall be ready to move camp towards the end of the week.

I have, &c.,

ALFRED RANDALL.

No. 157.

Mr. Simpkins to The Engineer-in-Chief.

Sir,

Progress report.

31 July, 1879.

I have the honor to report progress of trial survey from Cooma to Bombala, as follows:—I have staked out the centre line from the starting point at the north-eastern corner of the town of Cooma to a peg marking 9 miles 48 chains from Cooma; and also have staked out a line from the point of commencement of the Cooma and Bombala line, into the town of Cooma, a length of 68 chains 91 links. I have also levelled and check-levelled the line into Cooma 68 chains 91 links, and also 2 miles 9 chains of the Cooma and Bombala line. The progress of the work is very materially hindered by the prevalence at this time of the year in this district of dense fogs, which do not permit of any work being done at times until 10 or 11 o'clock. During the last week work has been almost suspended on account of the wet weather.

I have, &c.,

SEY. J. SIMPKINS.

No. 158.

Mr. Stephens to The Engineer-in-Chief.

Sir,

Progress report.

2 August, 1879.

I have surveyed the road to some 2 miles beyond Spicer's (the junction of the Braidwood and Bungendore Roads), and I shall feel obliged by your informing me which of the two alternative lines (the one *via* Boro, or the one *via* Merigan Creek) you purpose adopting. The one *via* Merigan Creek is I consider the better line of the two, but on the other hand the one *via* Boro would be considerably nearer Braidwood.

I have, &c.,

R. D. STEPHENS.

No. 159.

Mr. Randall to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Cooma Road, 2 August, 1879.

I have the honor to forward tracings of plan and section of the alteration in the line referred to in my letter of the 13th ultimo.

The deviation commences at 8 miles 78·12½ chains from Mr. Daniels's 25-mile peg near Jerrabomberra, the point of connection with my line, and I have continued the same to 15 miles from that point, adopting the last surveyed line in preference to the former, as there can be no doubt that it is by far the better; there is also a saving in distance of 10½ chains.

This line is rather higher than the previous one, but so far as I can judge from examination of the country in advance of that surveyed, it will the better avoid the broken ground between the 18th and 20th miles on the Cooma Road. I trust therefore that the alteration I have made will meet with your approval.

I have recently moved camp to 19½ miles from Queanbeyan, on the left of the Cooma Road.

I also beg to forward my monthly journal, salary abstract, and pay sheet of men's wages, &c.

I have, &c.,

ALFRED RANDALL.

55

No. 160.

Mr. Warren to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Michelago, 5 August, 1879.
I have the honor to forward by this post, under separate cover, plan, section, and cross-section of trial survey from Queanbeyan River to Michelago, *via* Burra Creek.

I am, &c.,

HENRY B. WARREN.

P.S.—I enclose herewith the reference sheet to same.—H.B.W.

No. 161.

The Assistant Engineer for Trial Surveys to Mr. Warren.

13 August, 1879.

MEMO.—Attached is a tracing of a portion of a plan, drawn to a scale of 1 inch to the mile, of the district from Goulburn to Cooma. I am reducing the plans of all trial surveys made in this district to the same scale and transferring them on the district plan. As the junction of Margaret and Michelago Creeks is not shown on this plan, I wish you to make a connection between the junction and one of the mile-posts on the road, and thus fix the position of the crossing of your trial line at Michelago Creek on the attached tracing, and to return it to me with as little delay as possible.

HERBERT PALMER.

No. 162.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

13 August, 1879.

MEMO.—With reference to the question in your report attached to your July journal, you may survey as the through line the route *via* Merigan Creek. The route *via* Boro may be then proposed as a deviation if necessary, but need not be surveyed at present.

For the future it will be better to ask questions of this description in a separate memo.

HERBERT PALMER.

No. 163.

Mr. Warren to The Engineer-in-Chief.

Sir,

Survey Camp, Michelago, 18 August, 1879.

I have the honor to forward herewith tracing showing position of my trial line with regard to main road through the township of Michelago, and showing junction of creeks with Michelago Creek.

I would beg to bring under your notice the conduct of a cook (John Eyre) whom I have had to discharge for gross insolence, as well as for being lazy and indolent and of a most quarrelsome disposition, thereby creating discontent in the camp, and consequently impeding the progress of the work to a certain extent. It would be well to take a note of his name, so as to prevent him getting further employment in the department.

Please forward as soon as possible half-a-dozen pay, contingent, and salary forms.

I have, &c.,

HENRY B. WARREN.

No. 164.

Mr. Randall to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Cooma Road, 19½ miles from Queanbeyan, 24 August, 1879.

I beg to inform you that I have continued the levels of my trial line to 22 miles 69 chains from my starting-point near Jerrabomberra, having only one or two days' traversing to complete the same. The distance reached is at the gap near the 24th mile from Queanbeyan towards Michelago, or about 2½ miles from the stores and post-office at the last-named place.

Will you be kind enough to cause to be forwarded to me, addressed as above, 10 feet of continuous drawing paper, one half width for plotting plan, and the other half for the section, with an equal quantity of tracing paper.

I could plot on the back of that I have already used if necessary, but have no tracing paper to make office copies.

I suppose I am right in not finishing the plans while in camp; I have hitherto only plotted my work and made the tracings therefrom, so as to be out with my men again as soon as possible. I have to acknowledge the receipt of specimen tracings of plan and section from Mr. Palmer, the style of which I will follow as required.

I imagine from the radii being given on the tracing that they have been accurately and finally laid out on the ground; in this respect I have only set them out approximately (keeping within the limit allowed), and avoiding cutting of timber as far as practicable, which I trust is in accordance with your wishes.

I have, &c.,

ALFRED RANDALL.

No. 165.

The Assistant Engineer for Trial Surveys to Mr. Daniels.

Sydney, 26 August, 1879.

MEMO.—I am instructed by the Engineer-in-Chief to instruct you to break up your camp and report yourself in Sydney as soon as you have completed your present length of trial survey to a junction with Mr. Stephens's work from Goulburn. You will then discharge all men engaged in the district, and bring to Sydney only such as you may have taken up with you.

HERBERT PALMER.

No. 166,

No. 166.

The Assistant Engineer for Trial Surveys to Mr. Randall.

Survey Camp, Cooma, 28 August, 1879.

MEMO.—By same mail I forward plan and section, and tracing paper, as requested.

On trial work it is quite sufficient to lay out curves approximately, as you have already done.

I wish you to report at what point on Mr. Warren's survey you intend to form a junction, also the date when you expect to join. You may send me a tracing of your plan and section to the junction, and when you have done this I shall require you to proceed to Cooma to work back to meet Mr. Warren, who has lately started the survey from Michelago to Cooma. You can obtain from Mr. Warren a tracing of his traverse where you join him, and be careful to give the exact chainage at this point. If you join on the northern side of Michelago Creek I can send you a tracing from this office. I shall require your completed plan and section from Jerabombera to your junction with Mr. Warren as early as you can let me have it; you may probably be able to get this done, as your camp is being shifted to Cooma, but do not allow any office work to detain you in starting the survey from Cooma.

HERBERT PALMER.

No. 167.

Mr. Simpkins to The Engineer-in-Chief.

Sir,

Progress report.

31 August, 1879.

I have the honor to report progress made with the trial survey from Cooma to Bombala during the month of August as follows:—I have completed the staking-out of the line from the town of Cooma to the Gap in the Nimitybelle Dividing Range, at One-tree Hill, the distance from Cooma, $17\frac{1}{2}$ miles; the height above the level of Cooma about 700 feet; also, the levels have been taken up to the $16\frac{1}{2}$ mile peg. It will be seen from the accompanying abstract of journal that a large proportion of the time I have been unable to work, owing to the exceedingly wet weather, and I am informed by residents it has not been so wet in this district for some years past, so that, notwithstanding every exertion being made to forward the work, the progress made to the present is small.

I have, &c.,

SEY. J. SIMPKINS.

No. 168.

Mr. Warren to The Engineer-in-Chief.

Progress report.

31 August, 1879.

THIS month has been very wet, but I have succeeded in staking-out as far as the Colinton reserve, a distance of 9 miles 20 chains from Michelago Creek, and have taken sections over same. With the exception of 1 mile 40 chains on each side of the Ingalara Creek there is very little work. I have got a very fair crossing of this creek, allowing a bridge about 250 feet long and 50 feet above bed of river. I have to check levels and do some detail surveying on this length, which will complete everything to Colinton, after which I intend shifting camp to Gongoandra, and exploring the country ahead while men are fitting up same.

HENRY B. WARREN.

No. 169.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

1 September, 1879.

MEMO.—Attached is a photolithograph of portion of the County of Murray, upon which I have shown approximately the different lines surveyed from the Southern Railway to Queanbeyan. When you complete your present trial survey to a junction with Mr. Daniels's work, I wish you, before returning to Sydney, to proceed to Gundaroo, and there see Mr. Affleck and get a description from him of the route he has suggested from Gundaroo, *via* Gininderra, to Queanbeyan; you may then ride over and examine the proposed route, and report upon it to the Engineer-in-Chief, who will, on receipt of your report, instruct you whether the route is to be surveyed or not. The through plan and section from Goulburn to Bungendore is urgently required, and I hope that you have been able to make your plotting keep pace with the field work, so that you can send in these documents before you go to Gundaroo.

HERBERT PALMER.

It will be well for you to write to Mr. Affleck to appoint to meet you before you go to Gundaroo.

H.P.

No. 170.

Mr. Randall to The Engineer-in-Chief.

Sir,

Railway Survey Camp, $19\frac{1}{2}$ miles from Queanbeyan, 2 September, 1879.

I have the honor to forward herewith my monthly journal, salary abstract, and pay-sheet for August.

I also beg to acknowledge the receipt of drawing and tracing paper, with memo. from Mr. Palmer, and in replying thereto to state that my line will most likely join Mr. Warren's on the southern side of Michelago Creek, in which case I will obtain from Mr. Warren the necessary information to enable me to show my connection with his line.

I can scarcely yet say when I shall be able to connect, or at what point, but will inform you immediately upon knowing, and as soon afterwards as possible supply tracings of my work. I think, however, it is likely that in about two weeks from this I shall be able to join with that line.

I intend moving camp to-morrow to near Michelago, which township will be my next address until leaving for Cooma.

I will comply with Mr. Palmer's request in respect to drawing finished plan and section of the line surveyed, taking advantage of whatever time is available, without delaying the field work, when proceeding to Cooma as instructed.

I have, &c.,
ALFRED RANDALL.

No. 171.

Mr. Stephens to The Engineer-in-Chief.

Sir,

Taraga, 12 September, 1879.

I duly received your letter instructing me to proceed to Gundaroo as soon as I had finished the work on which I am at present engaged. I would have replied ere this, but that I wished to ascertain up to which point Mr. Daniels had completed his work. I saw Mr. Daniels yesterday, and I find that there yet remains 10 miles or thereabouts to be done. A good deal of the preparatory work of this is finished, but still it will take some little time to close the two surveys; I shall, however, push on, confining my attention to the centre line, and shall carry out your instructions as soon as I possibly can. The weather has been most objectionable—in fact, ever since I came up here we have had nothing but continuous rains and storms; even during this present month rain has fallen on nine days out of twelve. This has hindered me very considerably.

I am now camped on Merigan Creek, but Taraga is still my nearest post town.

I have, &c.,
R. D. STEPHENS.

No. 172.

Mr. Randall to The Engineer-in-Chief.

Sir,

Railway Survey Camp, near Michelago, 26 September, 1879.

I beg to inform you that I have completed that portion of the trial survey from Queanbeyan to Cooma, between my junction with Mr. Daniels's line at his 25th mile peg near Jerrabomberra to the junction with Mr. Warren's line at Michelago, at a point on the same 214 links from station (89) towards (90). The distance thus surveyed is 29 m. 39.82 ch.; the mileage continued from Mr. Daniels's numbering being 54 m. 39.82 ch.

I will furnish tracings of plan and section from my 15th mile to the extent surveyed, with report on the same, within a week of this date, when I shall be ready to proceed to Cooma in accordance with your instructions.

I have, &c.,
ALFRED RANDALL.

No. 173.

Mr. Daniels to The Engineer-in-Chief.

Progress report.

29 September, 1879.

COMPLETED detail survey and plotting of the plan and section of the Bungendore-Taraga line to a peg marked Q, at 19 miles 60.29 chains from the junction with the Lake George Urialla line.

On the 17th of September, in accordance with the Engineer-in-Chief's minute of the 15th, received late on the evening of the 16th, I paid off my men and forwarded the pay sheet received by the men to the head office, and on the 20th I forwarded the plans, sections, and field books.

A. MANNING DANIELS.

No. 174.

Mr. Warren to The Engineer-in-Chief.

Progress report.

30 September, 1879.

I have to report another weary wet month, having lost six days through the rain. I have staked out to within 2 miles of the Bredbo River, and taken section over same to Goangoandra Gap, No. 2.

I have examined the country ahead *carefully*, and have decided on the line to be staked out. I purpose crossing the Bredbo River about 60 chains above the present bridge, and leaving the high range facing Mr. Cosgrove's house on my right, and running down (what goes by the name of) McAnally's Flat to the Umaralla River, of which I get the best crossing to be had; I then run up Harnett's Flat, which is all plain sailing, into Cooma. I hope to finish this survey in two months.

HENRY B. WARREN.

Balmain to Wollongong.

No. 175.

The Engineer-in-Chief to The Commissioner for Railways.

Description of proposed line of Railways from Balmain to Wollongong. Length, 49 miles. Estimated cost, £15,000 per mile.

24 July, 1877.

A TRIAL line has been surveyed from Balmain to Wollongong, commencing near the Chemical Works on Long Cove, thence to a crossing of the Parramatta Road near Petersham, passes under the Railway Viaduct, and thence to a crossing of the Cook's River 5 miles from Balmain, bears towards the western shore of Botany Bay, which is followed to Sans Souci where George's River is crossed, From

From this point the line bears towards Port Hacking Creek, the western bank of which is reached at a point $17\frac{1}{2}$ miles from Balmain, after crossing Ewey Bay Creek, Gymen Bay Creek, Dent's Creek, and Saville's Creek, and passing through a tunnel $18\frac{1}{2}$ chains in length.

Port Hacking Creek is then followed upwards for a distance of 14 miles, on which length there are the following large creeks requiring bridges, in addition to several others requiring large culverts:—Kangaroo Creek, Bola Creek, Wallaby Creek, Pheasant's Creek, Stirrup Iron Creek, and three crossings of Port Hacking Creek.

The line must then pass through the Bulgo Range by a tunnel $14\frac{1}{2}$ chains in length, and from this point follows the coast to Wollongong, passing through Stanwell Park, crossing Awkward and Bulli Jack's Creeks, tunnelling through Coal Cliff (47 chains in length), 35 miles from Balmain; thence to Bulli, passing over the Bulli Company's tramway between the township and the jetty (42 miles from Balmain); thence passing between the village of Woonona and the coast, crosses Towadgi and Para Creeks, passes over the Mount Pleasant and Mount Keira Companies' tramways, and terminates on the reserve between the town of Wollongong and the sea, and at a point 49 miles from Balmain. From the trial survey the earthworks on this line have been estimated to amount to 2,398,337 cubic yards; there are three (3) tunnels, amounting in the aggregate to 80 chains in length, and the following important bridges, in addition to very numerous and large culverts:—Cook's River, 1 span of 130 feet, and timber approaches; George's River, 7 spans of 150 feet, and timber approaches; Kangaroo Creek, 1 span of 130 feet; three crossings of Port Hacking Creek, each 1 span of 130 feet; Bulli Jack's Creek Viaduct, comprising 8 spans of 50 feet, and 2 of 20 feet, the depth at centre span being 130 feet from rail level to the bed of the creek.

Awkward Creek, large stone viaduct, and 115 openings of 26 feet in timber for various watercourses.

The amount which was placed on the Loan Estimates, laid before Parliament on 1st December, 1875, was £740,000.

JOHN WHITTON.

Wagga Wagga to Albury.

No. 176.

The Engineer-in-Chief to The Commissioner for Railways.

19 April, 1877.

Extension from Wagga Wagga to Albury.

In compliance with clause No. 9 of the Government Railways Act, 1858, the plan, section, and book of reference of the proposed extension of the Great Southern Railway, from the site of the temporary station for Wagga Wagga to the town of Albury, are forwarded herewith for the approval of Parliament.

JOHN WHITTON.

No. 177.

The Engineer-in-Chief to The Commissioner for Railways.

23 April, 1877.

Wagga Wagga to Albury.

THIS extension has been permanently staked, and all the working plans, sections, and detail drawings prepared from the end of the last contract (4 miles to the north of proposed site for the passenger station at Wagga) to the site of the station at Albury, the distance being 4 miles from the end of the last contract into Wagga, and 78 miles from Wagga to Albury; the site of the passenger station in Albury being 4 miles distant from the terminus of the North-eastern Railway at Wodonga.

The only works of importance on this extension are the bridge and approaches across the Murrumbidgee River at Wagga.

It is proposed to erect a bridge of four spans, of 150 feet each, across the river, wrought iron lattice girders, and cast iron cylinders to be used, similar in design to those already erected over the river Macquarie at Bathurst, and over the Hunter at Aberdeen. The approaches on either side of the river to be of timber, and comprise on the north side of the river 272 spans of 26 feet each, and on the south side of the river 77 similar spans, making a total length of 1 mile 58 chains of timber viaduct.

The remaining works are extremely light, the earthwork averaging 8,000 cubic yards to the mile.

The steepest gradient on this extension is 1 in 60, and the smallest radius of curve 30 chains. The line is shorter and more direct than the main road, passing close to the Hanging Rock, from which point a trial survey has been made to Deniliquin, leaving the Hanging Rock. The line makes a very direct course for the Round Hill station, thence to Gerogery, from which point the line follows generally the same direction as the main road.

There are no townships touched between Wagga and Albury, and the country is but thinly populated.

A most favourable site has been selected for a passenger station in Albury, and a trial survey has been made from the end of the permanent staking to a proposed crossing of the river Murray, with a view to any ultimate connection of the railways of the two Colonies.

JOHN WHITTON.

P.S.—The estimated cost of this extension (82 miles in length), including the viaduct over the river Murrumbidgee at Wagga, but exclusive of the cost of land, is £680,000. The estimated cost of the viaduct is about £160,000.—J.W.

No. 178,

59

No. 178.

The Engineer-in-Chief to The Commissioner for Railways.

Great Southern Railway—Extension Wagga to Albury.—Proclaimed Plan.

Plan and book of reference from Wagga Wagga to Albury, submitted for approval of the Governor and Executive Council.

17 November, 1877.

I FORWARD herewith, for the approval of the Governor and the Executive Council, pursuant to clause 13 of the Government Railways Act, 1858, plan and book of reference of the extension of the Great Southern Railway from Wagga Wagga to Albury; commencing at a point marked A, at 308 miles 50 chains 93 links, in the town of Wagga Wagga; and terminating at a point marked B, at 386 miles and 20 chains, in the town of Albury, being a distance of 77 miles 49 chains and 7 links.

W. H. QUODLING,
(For the Engineer-in-Chief).

Junction of New South Wales and Victorian Railways.

No. 179.

The Engineer-in-Chief to The Commissioner for Railways.

30 January, 1879.

Proposed junction of New South Wales and Victorian Railways.

SHOULD the Government of New South Wales desire to have a bridge erected over the Murray for the purpose of joining the Victorian railway system, I suggest that the drawings, estimates, &c., be prepared in this office. They can afterwards be forwarded to the Victorian Government for approval.

Before drawings are prepared, it will be advisable to determine where the change of gauge is to take place, at Albury or Wodonga.

JOHN WHITTON.

No. 180.

Extract from *Sydney Morning Herald* of Friday, 24th January, 1879.

Telegram from Melbourne.

Thursday.

A DEPUTATION from Wodonga had an interview with the Commissioner for Railways to-day, requesting that Mr. Woods would arrange for a union of gauges on the connection of Victoria with the Sydney line, so that the union might take place at Wodonga instead of Albury. The deputation represented that Wodonga was the most suitable place, owing to the size of the railway reserves and the extent of the buildings. Mr. Woods, in responding, though to a certain extent sympathizing with the views of the deputation, said he could do nothing until the Sydney authorities had been consulted, more particularly as their portion was much longer than the Victorian.

Junee to Narrandera.

No. 181.

The Engineer-in-Chief to The Commissioner for Railways.

Junee to Narrandera.

16 May, 1877.

THE plan, section, and book of reference are ready to lay before Parliament; the staking out of the line will be completed about the end of this month, and the working plans and sections will be ready about the end of July.—J.W.

No. 182.

The Engineer-in-Chief to The Commissioner for Railways.

Extension of the Southern Railway from Junee to Narrandera. Length, 64 miles.

10 September, 1878.

THIS line has been permanently staked and the working plan and section made.

It leaves the Southern Railway near to Junee, 286 miles from Sydney, and thence in an almost straight direction to Narrandera on the Murrumbidgee River, 350 miles from Sydney, passing through the parishes of South Junee, Marer, Kindra, Decry, Elliott, Lupton, Grong Grong, Bundigery, and Narrandera.

The land for nearly the whole distance is what is called "bush land," the property of the Crown, there not being one acre of cultivated land through which the centre line of railway would pass.

The country throughout is most favourable for railway construction, the deepest cutting being 13 feet, and the highest embankment 10 feet; the smallest radius of a curve is 30 chains, and the steepest gradient 1 in 40.

There

There are $31\frac{1}{2}$ miles out of a total length of 64 miles of forming, that is where neither cutting nor embankment exceeds one foot. No important bridges would have to be built, and for timber waterways the Murrumbidgee red gum would be available. Good stone could be obtained in the district for ballast.

JOHN WHITTON.

No. 183.

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

Junee to Narrandera.

Plan and book of reference forwarded for approval of His Excellency the Governor and the Executive Council.

2 August, 1879.

I FORWARD herewith for the approval of His Excellency the Governor and the Executive Council, pursuant to clause 13 of the Government Railways Act, 1858, plan and book of reference of land to be resumed under the provisions of that Act, for the railway from Junee to Narrandera, commencing near Junee at a point marked A, at 286 miles 24 chains and 11 links from Sydney, on the Great Southern Railway, and terminating at a point marked B, in the township of Narrandera, being a length of 61 miles and 32.55 chains.

In 1878 the Crown Solicitor advised "that in future when a line of railway is finally agreed upon, before any Gazette or other public notice is given, the lands that can be brought within the provisions of the Public Railway Lands Resumption Act of 1874 shall be resumed by notice under that Act; and that when this has been done, but not before, the usual steps be then taken under the Railway Act to take and appropriate for railway purposes all such lands belonging to private owners as shall not come within the operation of the Act of 1874."

JOHN WHITTON.

No. 184.

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

Junee to Narrandera.—Resumption of land.

2 August, 1879.

I FORWARD herewith, for transmission to the Honorable the Minister for Lands, book of reference showing the different portions of land to be resumed under the Public Railways Land Resumption Act of 1874, for the railway from Junee to Narrandera; and I have to ask that immediate steps be taken to give possession of these lands to this Department, in order that the construction of the railway may not be delayed.

W. H. QUODLING,
(For the Engineer-in-Chief).

No. 185.

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

Junee to Narrandera.—Resumption of land.

12 August, 1879.

REFERRING to my former Minute on this matter, dated the 2nd instant, No. 79-792, I forward herewith, for the information of the Honorable the Minister for Lands, a mounted tracing, showing the portions of land to be resumed under the Public Railways Land Resumption Act of 1874, on the first length of the South-western Railway from Junee to Narrandera.

Attached to the tracing is a list of the different portions, with all the necessary information as to ownership, date of alienation, &c.

JOHN WHITTON.

Book of reference also forwarded herewith.

Narrandera to Hay.

No. 186.

Telegram from Mr. Mayes to Assistant Engineer for Trial Surveys.

Narrandera, 9 February, 1877.

PLEASE send map of Narrandera, required for survey of town.

CHAS. MAYES.

No. 187.

Mr. Mayes to The Engineer-in-Chief.

Progress report.

2 March, 1877.

THE field work is nearly completed for town survey.

A messenger has been sent to Mr. Francis's camp (about 35 miles) for the drawing-paper required for this work.

I.

I have found the best site for wharf and bridge across the Murrumbidgee River, if required; the approach to the wharf by a branch line will be easy and inexpensive in character. The drought still continues, the country between here and Junee being nearly destitute of grass. There is no drinkable water near the trial line between here and the Forest Reserve at 30 miles, and even there the waterhole contained the remains of three bullocks while I was camping there last December. The cattle, horses, and sheep are dying from starvation throughout the town and neighbourhood of Narrandera; in some cases they have lived upon the native oak trees during the last nine months, which their owners fall for them as their last resort.

The Long Plain Creek could be cheaply dammed, and would be likely to hold the water, having a clay subsoil. The almost level bed of the creek would retain the water for a great distance from the dam.

CHARLES MAYES.

No. 188.

Mr. Francis to The Assistant Engineer for Trial Surveys.

Sir, Kindra, 22 March, 1877.

In consequence of there having been no rain in this district for nearly two years, and the intense heat (thermometer ranging from 100 to 120 degrees in the shade) the country is completely parched up and destitute of grass, and I know of no water nearer than the Murrumbidgee River, except a little in Stimson's Dam, at which I am encamped, and some in the Redbank Dam, situate a few miles north of the line. There are from 200 to 300 head of cattle drinking daily at Stimson's Dam, so that it must fail us in a few days, and both it and the Redbank Dam are choked up with dead cattle, and the water in both dams is green and putrid and dangerous to drink. Myself and Mr. Mason will do all that can be done from our present camp, provided Stimson's cattle do not drink up all the water in the meantime, but when that is done it will be absolutely impossible to proceed further with the work until after a fall of rain. We shall finish up to 34 miles 20 chains in about eight or ten days from this date.

I have, &c.,
A. FRANCIS.

Please send me instructions by telegram.—Address Marror, *via* Wagga Wagga.

No. 189.

Mr. Francis to The Assistant Engineer for Trial Surveys.

Sir, Kindra, 29 March, 1877.

I beg to acknowledge the receipt of your telegram of the 26th instant, instructing me to hire a cart to supply myself and Mr. Mason with water, and, in reply, beg to state that the scheme is impracticable, as there are no carts to be obtained here on hire, and if there were, a cart would be insufficient for the purpose. Horses must be kept near the camp ready for use when required, and water must be carted for them as well as for the men, and would have to be drawn from the Murrumbidgee River, a distance of, perhaps, 20 miles.

On Sunday last a little rain fell, and added to the quantity already in the Redbank Dam. I purpose moving nearer to this dam on Monday next, and shall be able to go on for a short time longer; but when this supply is exhausted it appears to me that, unless there be rain in the meantime, the parties must be withdrawn from the work.

The expense of supplying the parties with water from the Murrumbidgee River would be greater than surveyors could reasonably be expected to bear, and I know of no person in this district that would undertake to supply them.

I have, &c.,
A. FRANCIS.

No. 190.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Office, 16 July, 1879.

MEMO.—In accordance with your verbal instructions, I have arranged that Mr. Bonney is to leave for Narrandera to-morrow. He will, on his arrival there, be employed for a few days in taking cross sections at the proposed site for the station, and in taking measurements to fix accurately a few of the suburban portions lately alienated, and will then proceed with the trial survey from Narrandera towards Hay.

HERBERT PALMER.

No. 191.

Mr. Bonney to The Engineer-in-Chief.

Sir, Railway Survey Camp, Narrandera, 5 August, 1879.

I have the honor to forward herewith one level book containing cross levels of the proposed Narrandera Station yard and chainage taken to connect the centre line of the Junee and Narrandera Railway survey with the township.

The cross levels have been taken, got every chain, for 3 chains on each side of the centre line from 60 miles 18 chains to 61 miles 12 chains, where the country becomes more broken.

I have, &c.,
ERNEST A. BONNEY.

No. 192.

Mr. Bonney to The Engineer-in-Chief.

Progress report.

30 August, 1879.

THIS survey is now staked out to about 72 miles through mileage from Junce. A trial line has been run about 3 miles further, and the levelling, check levelling, and everything in connection with the survey has been completed to 70 miles 40 chains. The survey is not so far advanced as I expected it would be by this time, owing partly to the quantity of rain which fell during the month, and also to the amount of care that has been required to keep the centre line above flood-level; the flood-waters from the Murrumbidgee having, in 1870, spread over the country as far as the north boundaries of portions 78 and 79, in the parish of Narrandera, and as far as portion 16, in the parish of Cudgel. The survey has been taken along the ranges to the north of these points. From the 72nd mile peg, as far as the eye can see, there appears to be no difficulty whatever, the country being an open level plain above flood-level. My future progress therefore will be very much quicker. I regret to state that my theodolite met with an accident, which has compelled me to send it to Sydney for repairs. Whilst I was engaged sketching in features, one of my chainmen drew the chain round the legs of the instrument and threw it on the ground.

ERNEST A. BONNEY.

No. 193.

Mr. Bonney to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Gogeldrie Run, 12 September, 1879.

I have the honor to inform you my camp is now situated near the west boundary of portion No. 24, on Water Reserve No. 711, in the parish of Dallas. My address, however, remains the same as before, viz., Narrandera.

I have, &c.,

ERNEST A. BONNEY.

No. 194.

Mr. Smyth to The Engineer-in-Chief.

Sir,

Camp, Howlong Run, 14 September, 1879.

I have the honor to report having commenced operations on the proposed extension from Narrandera to Hay. The point I have started from is situated on the western boundary of portion 16, parish of Cunathorl, county of Sturt, and is distant 22 chains 67 links from the south-west corner thereof. The line I am running bears 256° , assuming the western boundary of the aforesaid portion 16 for a meridian.

The position of my starting point I shall notify to Mr. Bonney.

I have the honor to submit the necessity of an extra man, as the country is so level that, with the four men I have in the field, the lockspitting, marking, &c., cannot keep pace with the instrument work. I could with advantage to the Government find full employment for the extra man.

I have, &c.,

P. F. SMYTH.

I have seen Mr. Smyth and altered his arrangements of the work; he will not now require an extra man.—H.P., 6/10/79.

Jerilderie to Hay.

No. 195.

The Engineer-in-Chief to The Assistant Engineer for Trial Surveys.

Trial survey from Jerilderie to Hay.

10 May, 1878.

THE Minister having given me verbal instructions to have a trial survey made from near Jerilderie to Hay, Mr. Palmer will be good enough to arrange to send a surveyor to this district as early as practicable.

JOHN WHITTON.

I have arranged that Mr. Warren shall make this trial survey; his party leave Sydney to-morrow for Jerilderie, and he is to follow on Monday next, as travelling by coach he will be able to overtake his men.—H.P., 15/5/78. The Engineer-in-Chief.

No. 196.

Mr. Warren to The Engineer-in-Chief.

Progress report.—Trial survey, Jerilderie to Hay.

29 June, 1878.

SIXTEEN miles 60 chains of staking out has been done up to date, and fifteen of levelling; the weather has been very much against the progress of the work, as there have been very high winds and heavy showers nearly the whole month; the former necessitating the use of a screen to act as a breakwind for the instrument. I shifted camp on the 27th to Moonbria, and if the weather holds up I hope to make more progress. There is nothing particular to report about the country through which the line passes. I have had to avoid some large marshes and sand-hills, but I have kept as near the latter as possible without going out of my way, as it is the only thing approaching ballast in the district.

HENRY B. WARREN.

No. 197.

No. 197.

Mr. Warren to The Engineer-in-Chief.

Progress report.

31 July, 1878.

THIRTY-TWO miles and 20 chains of staking out has been completed up to date, and 30 miles 40 chains of section has been taken. The weather during the month has been very unsettled and a great deal of rain has fallen, so that I have had an opportunity of seeing the results of it on the plains; the water was ankle-deep nearly all over them, and the swamps full, but every thing is drying up again and will soon be as it was before the rain.

The line passes close to the Home Station, on the Moonbria Run, and about 3 miles beyond it, crosses the Deta Creek or Pollygum Swamp, which is full of water at present.

This creek is dammed up by a succession of dams for some miles on either side of the line, and is very wide at some points, but I have crossed it at a favourable point, the water being about 12 chains across at the time, but being very shallow (about 4 feet 6 inches in the middle) it is almost dry in the summer; it also passes within about 70 chains or a mile of the Home Station on Steam Plains River.

I shifted camp on the 29th instant on to the Wooloora Run, near the boundary fence between it and Steam Plains.

HENRY B. WARREN.

No. 198.

The Assistant Engineer for Trial Surveys to Mr. Warren.

6 August, 1878.

MEMO.—I can send you no more accurate tracing than the one you have. The bearing upon which you are now working is as near the correct one as you can expect to get. Be good enough to push this trial survey through to Hay as quickly as possible. Any improvements that can be made in straightening the line, &c., can be looked to when the permanent staking is required.

HERBERT PALMER.

No. 199.

Mr. Warren to The Engineer-in-Chief.

Progress report.

31 August, 1878.

FIFTY-ONE miles of section has been taken up to date, and 51 miles 40 chains of staking out, of which 20 miles 40 chains of the former and 19 miles 40 chains of the latter has been done this month.

The weather during the first part of the month was very unfavourable for the work, but it seems to be settled now. Shifted camp to Eurolie on the 26th instant.

HENRY B. WARREN.

No. 200.

Mr. Warren to The Engineer-in-Chief.

Progress report.

30 September, 1878.

72 miles of levelling and staking out has been completed up to date, and I have just got settled down in my last camp on the river near Hay.

The last 7 miles will run through thick box country and scrub, so that I cannot say for certain when I shall get the survey completed, but I think another fortnight should finish it.

HENRY B. WARREN.

No. 201.

The Engineer-in-Chief to The Commissioner.

11 May, 1877.

Great Western Railway—Extension to Wellington and Dubbo.

Proclaimed Plan.—Part No. 1.

Plan and book of reference from Orange to Wellington and Dubbo, submitted for approval of the Governor and Executive Council.

I FORWARD herewith, for the approval of the Governor and the Executive Council, pursuant to clause 13 of the Government Railways Act, 1858, plan and book of reference of the Extension of the Great Western Railway from Orange to Wellington and Dubbo, commencing at a point marked A, in the parish of Orange, and county of Wellington, at 193 miles 5 chains 13 links, and terminating at a point B in the parish of Mumbil and county of Wellington, at 235 miles—being a distance of 41 miles 74 chains 87 links.

JOHN WHITTON.

No. 202.

The Engineer-in-Chief to The Commissioner.

24 April, 1877.

Great Western Railway—Extension from Orange to Wellington and Dubbo.

IN compliance with clause No. 9 of the Government Railways Act, 1858, the plans, sections, and books of reference of the proposed extension of the Great Western Railway from Orange to Wellington and Dubbo, are forwarded herewith for the consideration of Parliament.

JOHN WHITTON,

Dubbo

Dubbo to Bourke.

No. 203.

The Chief Clerk to Mr. Cowdery.

4 June, 1877.

THE Engineer-in-Chief having directed that the trial survey from Dubbo towards Bourke shall be resumed under your charge, I forward for your information an extract from Mr. Townsend's report on the exploration of that line.

Mr. Townsend was instructed to call at your camp when engaged on that exploration, and to give you all necessary information, and it is presumed he did so.

All official communications with this office to be addressed to the Engineer-in-Chief.

W. H. QUODLING.

No. 204.

Mr. Cowdery to The Engineer-in-Chief.

Sir,

Burwood, 18 June, 1877.

I am in receipt of your memo. of the 4th inst. through Mr. Wade, instructing me to take charge of the trial survey from Narromine to Bourke, and beg to be allowed to express my views on the matter. You are aware that the proposed route from Narromine is to run straight for the Bogan, crossing that river at or near Moorabonga, the distance being about 70 miles. I have made repeated inquiries of squatters and others, all of whom agree that at the present time there is no water the whole way; and only four or five days ago I saw two travellers who informed me they had come from the Bogan, and that there was no water in it. At the time I completed the survey to Narromine, although a much more favourable season than the present, it was considered too late to continue it, and since then there has been nothing but a few showers in that part of the country; and on my way to Sydney I met a squatter connected with Cobb & Co., whose name I forget, he informed me that nothing but a heavy flood would be of any service to this country.

I have talked this over with Mr. Wade, and he agrees with me that this work should be left for a more favourable season, then to put on a strong force, say four or five surveyors, with plenty of men and light conveyances to cart provisions, water, pegs, and camps; and if properly managed and liberally paid for, it may be pushed through at something like 3 miles per day.

I have, &c.,

GEORGE COWDERY.

When this survey is commenced every precaution will be taken to prevent inconvenience by a deficiency of either provisions or water. The survey, however, must be made.—J.W., 25/6/77.

No. 205.

The Chief Clerk to Mr. Stephens.

5 July, 1877.

THE trial survey from Dubbo towards Bourke being now under your charge, I forward for your information the instructions issued to Mr. Cowdery, viz., memo. 77/297 with enclosure named therein; also a copy of Mr. Townsend's report.

Messrs. Herbert & Carver will assist you in this survey.

W. H. QUODLING.

No. 206.

Mr. Stephens to The Engineer-in-Chief.

Telegram from Dubbo Station, 30 July, 1877.

SHIFT next Friday into waterless country. Please authorize me to hire waggon to cart water and forage. Probable cost £1 15s. per day. Please wire reply.

Hire waggon, although cost appears high. Send particulars of charge by post, and keep correct accounts of extra forage. Vouchers to be furnished for all expenditure.—1/8/77.

No. 207.

Mr. Stephens to The Engineer-in-Chief.

Sir,

Narromine, near Dubbo, 31 July, 1877.

By even post I forward tracing (which please return), on which I have entered several observations, which will give you a fair idea of my reasons for adopting the route I propose to carry out.

The Macquarie is a fine flowing river (at present). The Bogan, on the other hand, is but a chain of water-holes, and all the creeks and lagoons between the two rivers (Budda Lake, the 4-Mile Waterhole, the Bellingera, the Guddingba, Duck Creek, Crooked Creek, &c.) are simply caused by the overflow of the Macquarie in time of flood, so that in seasons of protracted drought, same as they have had here for the past three years, the water supply is but very limited in quantity, and of a very dubious nature indeed as regards quality.

The

The country is thickly, though not heavily timbered. This will of course slightly interfere with expeditious surveying, in fact, in some parts it is so thickly wooded that we shall be compelled to cut a road to allow the drays to pass.

Since my arrival here I have made numerous inquiries—from Mr. Richardson, Mr. Bunn (formerly sheep inspector), Messrs. Maher, Ryrie, Chapman, Brown, of Cannonbar, &c., and several others—and my informants have been singularly unanimous in their replies. Grass there is none—not figuratively speaking but literally and absolutely none, no more than there is in George-street, Sydney. The country is simply a burnt up brickfield—a sheet of brown paper. They have had no rain for the last three years, or, to speak more correctly, for two summers and three winters, and the result is that there is not a blade of grass to be seen. Just immediately round Dubbo, within a radius of 2 or 3 miles, there is some sort of show of herbage about a quarter of an inch high, and so there is at Narromine, within 10 chains of the river, but go beyond that and you at once enter the desert. It is absolutely fearful to look at—nothing but a scorched, arid wilderness. I had no conception that country could look so dismal. All the squatters about here have lost heavily. Mr. Ryrie has lost 51,000 sheep, and many of them have been compelled to travel their stock. In fact, the general impression here is that the survey cannot be carried out under the existing state of things, except at a ruinous cost. There is no doubt but that we could not have a worse season to make the attempt. However, I shall push through with it, but the Government must be prepared for a very considerable outlay. Water, forage, and provisions we must have, and these cannot be obtained but at a very serious cost. I trust that the Department will afford me every assistance. The mere surveying is nothing, but it is the difficulty of obtaining water, forage, and supplies. Everything has to be carried from Dubbo. Even now, at the very start off of the work, we have to send to Dubbo for our meat—26 miles and 26 miles back—and this will have to be continued, you may say, the whole way. Meat you cannot procure at the stations now. We are not singular in this respect; most of the residents down the river have to do the same thing.

Forage.—We shall have to corn and chaff feed our horses for the whole distance. Corn is 7s. 9d. a bushel in Dubbo, 14s. a bushel in Warren, of course increasing in price as we go along. Chaff is 15s. a cwt. in Dubbo and £1 in Warren. Carriage from Dubbo to Narromine (26 miles) 3s. per cwt.; so that runs up the cost of maintaining one horse to upwards of £1 per week at Narromine, and to £1 10s. at Warren. This is along the road. Of course, when away from the road, as we shall be, the carriage will have to be added. We have eight horses, so that the expenditure under this head will be considerable, and as I feel assured that the Department does not wish us to lose heavily, if matters be fairly represented, I venture to hope that this extra disbursement will be made good to us. I shall feel obliged by your instructing me on this point.

Men and provisions.—For reasons previously explained, all our supplies have to come from Dubbo, and the cost of everything here is something startling. Potatoes 21s. a cwt. (I believe they are 5s. or 6s. in Sydney), and everything else in proportion. Everything is frightfully dear, and the ration account for the men is more than 50 per cent. heavier than it usually is. Taking this into consideration, would you kindly grant me, on behalf of the men, 1s. per day extra pay, *i.e.*, 7s. per diem for the ordinary men, and 8s. a day for the leading man, for even then they will not be on the same par with their fellow-labourers in more favoured districts. The fact of the matter is that I cannot get good men to come for the wages we offer. I had engaged Mr. Cowdery's cook, but on arriving in Wellington I found that he had met with an accident so he could not come, and I have ever since been unable to fill his place at the rate of wages offered.

Water.—The great and main difficulty will be the water. On the tracing forwarded I have marked where we are likely to draw our supplies from Buddha Lake, 4-Mile Lagoon, and Bellinger. Water, or rather a certain compound called by that name (I am told it is something dreadful) can be obtained at these places, and will have to be carted to our camp. For the past week I have hunted everywhere to procure a man who would undertake to supply us, but with very little success. I have one offer in Dubbo (Mr. Golding's), but he charges too high—£3 per dray per day. Then I had another offer in Narromine from a man named Hill, who was willing to undertake the contract for £1 15s. per day (as described in my telegram to you), but I am very much afraid that he will not fulfil his engagement. Of course I could not close with him until I received your reply, and I very much fear that he has thought better of it. He tells me that he can find more profitable employment elsewhere; so altogether I am rather awkwardly situated. Whilst on this subject I must apply to you for certain discretionary powers to expend any sums of money that may be required for the proper prosecution of the work, without first sending down to Sydney for authority, I of course furnishing all requisite vouchers, &c. Situated as I am at the present time, I really can do nothing—my hands are tied. If, for instance, I could have closed with the dray-man there and then, I could have done some six miles extra work, and saved myself £3 of personal expenditure besides. Please give me the necessary authority. This work requires to be pushed through quickly, and a great deal of time is wasted in coming into town, sending telegrams, waiting for replies, and going back again, &c.

If the water we are called upon to drink be anything like what I see in some waterholes about here, and I am told that it is worse, it is simply unfit for human use. It is needless to enter into details, but in any case I shall feel obliged if you would kindly have at once forwarded up by Cobb & Co., three large filters of the best description. I have myself procured some eight dozen packages of Epsom salts, which have the effect of clearing the water to some extent. In my agreement with Mr. Hill, I provided that he should supply six large casks (three for the camp and three for carrying water). This is simply intended as a temporary measure, and would only apply to short distances. Where water will have to be drawn 20 or 30 miles, as it will have to be, a different arrangement will have to be made, in fact we shall require to have ship tanks. However, we shall try the casks first and see how we get on.

The crossing of the Bogan you may consider as fixed, and the work will be considerably expedited if an independent party be sent to Bourke to work from that town and meet our line on the Bogan. The work could then be carried on with despatch.

Finally, I beg to observe that we are unfortunate in the choice of the season to carry out this work. In anything like an ordinary season there would be no difficulty to speak of, as I am told that in good times the grass is really splendid—up to your knees; but just now, as previously explained, there is no water and no grass, so that we are taken at a disadvantage at every point.

I have, &c.,

R. D. STEPHEN.

No. 208.

The Engineer-in-Chief to The Commissioner for Railways.

Sydney, 6 August, 1877.

I FORWARD for the information of the Minister a report from Mr. Stephens, the officer in charge of this survey, with reference to the state of the country, and the total absence of water, grass, and provisions along the route, and under the circumstances therein disclosed I advise that the survey of this line be postponed until a more favourable season.

JOHN WHITTON.

Approved.—I trust however that when an opportunity is afforded for doing so by a favourable season, that trial surveys for a proposed extension of the Western Railway from Dubbo to Bourke will be continued.—J.H., 6/8/77.

No. 209.

Telegram from Chief Clerk to Mr. Wade.

Sydney, 6 August, 1877.

BOURKE survey postponed, consequence of dry season; could the surveyors be employed on line from Parkes to Wilcannia—is the season suitable for that survey?

W. H. QUODLING.

I noticed in last *Town and Country* a letter from Booligal, stating that there had been abundance of rain, but such statements are not always to be relied on; I would suggest inquiring from some responsible persons at Booligal and Wilcannia, say the Police Magistrate or Clerk of Petty Sessions, as to whether there is a fair chance of getting through from the Lachlan to the Darling.—W.B.W., 7/8/77.

As it appears doubtful if the surveyors can continue during the summer upon this line, Mr. Stephens will be instructed to come on to Sydney, without waiting to see you at Orange.—J.W., 9/8/77.

No. 210.

Telegram from Mr. Stephens to Engineer-in-Chief.

Dubbo, 8 August, 1877.

To induce water-carrier to come at all had to guarantee him one month's work, therefore recommend to push on one month, and then stop if continuous wet weather does not set in.

No. 211.

Telegram from Mr. Stephens to Engineer-in-Chief.

Dubbo, 9 August, 1877.

TELEGRAMS crossed; mine written 6th, yours received 8th. Cannot compromise satisfactorily with water-carrier, he wants £35; his preliminary expenses were certainly great. Please allow us to continue another month, then water-carrier would only be £51. We can do 30 or 40 miles; have done 12 miles. Please reply as soon as possible.

No. 212.

Telegram from Mr. Stephens to Engineer-in-Chief.

Dubbo, 10 August, 1877.

PLEASE return mounted tracing sent down.

No. 213.

Mr. Stephens to The Engineer-in-Chief.

Sir, Care of — M'Kellop, Esq., Bugaboo Station, near Dubbo, 20 August, 1877.

On the 30th ultimo I forwarded mounted tracing of this proposed survey, requesting to have it returned. I also telegraphed for it on the 10th instant. As yet I have not received it, and as it is the only plan I have, I am rather at a loss without it. I would feel obliged if you would give instructions to have it forwarded as soon as possible.

Would you please also instruct me as to whether I am at liberty to return the men's wages at 1s. per day extra, as applied for in my letter of the 30th ultimo—the expenses of living here are certainly great.

Corn is now 16s. a bushel in Warren, and chaff is 25s. per cwt., and as we have, owing to the total absence of grass, to (you may say) stable-feed our horses, the expenses of maintaining them are really very heavy. Would you please inform me if the Department be willing to compensate us for this additional outlay.

I would feel much obliged if you would please reply as soon as convenient, as it takes a considerable length of time for a letter to reach us.

I have, &c.,

R. D. STEPHENS.

No. 214.

Mr. Stephens to The Engineer-in-Chief.

Sir, Care of — Chapman, Esq., Mullah, near Dubbo, 25 August, 1877.

I have the honor to inform you that the above will be my address for some time to come.

Since writing my letter of the 20th instant, I have received the mounted tracing that I applied for—it had been sent to Mr. Carver's camp by mistake.

I have, &c.,

R. D. STEPHENS.

No. 215.

67

No. 215.

Mr. Street to M. Herbert, Esq.

Sir,

I beg to inform you that my instructions from Mr. Ryrie are that in consequence of the great scarcity of water at the present time, not to allow any water to be taken out of the tank at this station. You may use it for this night only.

Cathundrill, 28 August, 1877.

I am, &c.,

ALFRED W. STREET.

No. 216.

Mr. Stephens to The Chief Clerk.

Sir,

I enclose monthly returns and beg to draw your attention to my report. We cannot go very much further. I would feel much obliged if you would kindly expedite the payments of the vouchers, and oblige, yours truly,

Care of — Ryrie, Esq., Wombiana, near Dubbo, 31 August, 1877.

R. D. STEPHENS.

No. 217.

Mr. Stephens to The Engineer-in-Chief.

Progress report.

31 August, 1877.

I BEG to inform you that we have now completed 31 miles of the line (with the exception of 3 miles of levelling). I believe that we can manage to go another 6 or 7 miles until the 10th proximo, the date of the expiration of the water-carrier's contract, but that is about as far as we shall be able to reach under existing circumstances. Water fit to drink is really almost unattainable (that which we are drinking now has been drawn a distance of 23 miles), and there are great delays in obtaining the necessary supplies of forage for our horses; so taking everything into consideration, I cannot but recommend that the survey be postponed to a more favourable season.

Would you please telegraph to me if this should meet with your approval. I shall go on as far as I possibly can, but I would like to be at liberty to at once turn back, without waiting for instructions, when it really becomes impossible to proceed any further. We expected to have got some water at Nevertyre, and I had instructed Mr. Herbert to proceed there and pick up the work from the end of my line, but when he reached the station he was forbidden to use the water (as you will perceive by the enclosed letter), and consequently he had to turn back.

R. D. STEPHENS.

No. 218.

Telegram from Mr. Stephens to Engineer-in-Chief.

Warren, 12 September, 1877.

Most of time taken up in sending for supplies and forage; please authorize me to hire waggon to cart these to Belaringa and Nyngan stations and make depôts there; this week shall have completed 44 miles.

Authority has already been given to you to make any arrangements necessary for carrying on the work; if the proposal will facilitate the completion of the survey it is approved.

J. W.

W.H.Q., 13/9/77.

No. 219.

Telegram from Stephens to Engineer-in-Chief.

Warren, 29 September, 1877.

MAN killed by kick from horse; unfortunate from my first start—strange fatality. Please relieve me from my connection with this line, the other two can now quite well push on without me; 60 miles completed. Please wire reply.

R. D. STEPHENS.

Regret to hear that man has been killed by horse, but see nothing strange in the fatality, nor any reason for relieving you from the work. If the other surveyors can go on with the work I presume you can. Cannot comply with your request on the grounds stated.

J. W.

Telegram sent 11 a.m., 2 October, 1877.—W.H.Q.

No. 220.

Mr. Carver to The Engineer-in-Chief.

Sir,

30 September, 1877.

I have the honor to report having been engaged surveying up to the 22nd of this month. After that date I proceeded to carry out Mr. Stephens' instructions to proceed to Bourke to start the survey from that point, and work back towards Nyngan on the Bogan. I am unable at present to forward my journal for the month, not having a form. I am expecting one from Mr. Stephens, which I will at once forward. My journal abstract for the month is as follows:—

	Miles.	Chains.
Setting out...	13	00
Levelling ...	10	40
Marked line ...	8	00
Travelling to Bourke	65	00

I have, &c.,

N. P. CARVER.

No. 221.

No. 221.

Mr. Stephens to The Engineer-in-Chief.

Progress report.

30 September, 1877.

I HAVE the honor to report that we have now completed 60 miles; this brings us about 6 miles on the line on which we propose to cross the Bogan. I have sent Mr. Carver to Bourke to start the line there, and to work back to meet us. Mr. Herbert I have sent to Nyingin, on the Bogan, to work both ways, but my instructions to him are to simply set out (not to chain), so as not to disturb the through mileage more than can be avoided. I myself am working to meet Mr. Herbert's line, which I hope to do in another fortnight or three weeks. I was compelled to make this arrangement, as I found that there were too many of us on the same ground—we were simply in each other's way.

We have had some heavy rains. Both Mr. Herbert and Mr. Carver were fortunate enough to have shifted camp before this came on. I am sorry to say that I was not so fortunate; I had to shift camp after the downpour. I was told by some residents that it was well nigh impossible to move about here after heavy rain, and I must confess that now I am very much of their opinion. All these plains appear to be undermined holes some 3 and 4 feet deep and about 2 yards apart.

I was writing this when I was suddenly called away by the information that one of my men (Robert Stewart) had been very badly kicked by a horse, in fact so badly that I entertain grave fears as to his recovery. I have sent to Warren for the doctor, but I very much fear that his aid will be of but little avail.

R. D. STEPHENS.

P.S.—I regret to state that the case has terminated fatally; poor Stewart died Friday evening at 6 p.m. I brought his body into Warren, and had him buried in the Warren Cemetery.

No. 222.

The Chief Clerk to Mr. Herbert.

Warren, near Dubbo, 9 October, 1877.

MEMO.—I enclose herewith voucher for £1 15s. 10d. (Mr. Robinson's account for corn and chaff), the Engineer-in-Chief having decided that cost of forage beyond Dubbo only is to be paid by the Department.

W. H. QUODLING.

No. 223.

Mr. Carver to The Engineer-in-Chief.

Progress report.

31 October, 1877.

I HAVE the honor to report having arrived here on the 8th instant, after a long and very tedious journey. I commenced my work here by making a careful exploration of the country, after which I decided to set out the line close up to the town of Bourke on its southern boundary, which permits of easy access to the river, an easy get away from the town in a westerly direction, and a convenient station site close to the existing town. I also selected and surveyed a crossing of the river Darling. The town of Bourke, as also the surrounding country for a considerable distance, is subject to inundation, as will also unavoidably be portions of the line 8 miles from Bourke, where the black soil country merges into that of the red, which is here free from floods. The surface of the red soil is very soft and often very rotten, therefore exceedingly difficult to travel over. The soil is not unlike emery powder in its appearance or its effect on my instruments. The scarcity of water in the back country is very great; should no rain fall within a month there will be no water here of any description. That which remains I will make the utmost use of by storing it near the line in tanks, which, with strict economy, may enable me to complete 40 miles from Bourke. I hope then to be in communication with Mr. Stephens.

N. P. CARVER.

No. 224.

Mr. Stephens to The Engineer-in-Chief.

Progress report.

6 November, 1877.

I HAVE the honor to report that Mr. Herbert and I are now some 12 miles on the Bourke side of the Bogan, having completed upwards of 90 miles. In addition to this there is the portion done by Mr. Carver from the Bourke end—some 20 miles, I believe. I told him to send in his reports to you direct.

I have been obliged to procure an additional tank, one being totally insufficient; Mr. Carver, of course, having to do the same thing at his end. Where we are there is no water and no grass. At Nyingin, on the Bogan, they have had no grass for the last three years, not even the slightest pretence to herbage of any kind; the whole country is simply a mass of indurated Portland cement.

The difficulties of provisioning are getting greater and greater the further in we reach.

R. D. STEPHENS.

No. 225.

Mr. Stephens to The Engineer-in-Chief.

Sir, Camp, care of John Neill, Esq., No. 6, W. Bogan, *via* Canonbar, 15 November, 1877.

In reply to your letter of the 2nd instant, *re* number of horses kept and cost of forage, I have the honor to inform you that—

1st. I have two horses.

2nd.

2nd. The average amount of forage consumed is somewhere about 2/7ths of a bushel of corn and 7 lbs. of chaff per horse daily. I cannot be certain about this, but that is about what it comes to.

3rd. Cost of the above—					s.	d.
2/7ths of a bushel of corn, at 9s. 6d. ... ..	...	...	...	...	2	8
7 lbs. chaff, at 17s. 6d. per cwt. ... ..	...	...	...	...	1	1
					3	9

These are the Warren prices. We are now some 70 miles beyond Warren, and the carrying about of heavy loads of forage, in addition to our usual equipment, forms one of the many objectionable features of this survey, and is a source of considerable delay.

I have, &c.,
R. D. STEPHENS.

No. 226.

Mr. Herbert to The Chief Clerk.

Camp, 30 miles north-west of Nyngan, Bogan River,
Canonbar Post Office, 16 November, 1877.

Sir,

I do myself the honor to acknowledge receipt of your memo. No. 77/670, of 2nd inst., and in reply have to say that I have three horses; that the daily consumption of forage for each horse is 6 quarts of corn and 16 lbs. of chaff, and that the average cost of each horse per day is 4s. 5d., or £1 10s. 11d. per week.

I have, &c.,
MICHAEL HERBERT.

No. 227.

Mr. Carver to The Engineer-in-Chief.

Trial Railway Survey—Dubbo to Bourke.

Sir,

Camp, near Fort Bourke, 17 November, 1877.

In my reply to memorandum No. 77/671, I have the honor to inform you that I have kept three horses throughout this work. The data necessary to ascertain the average quantity of forage consumed per day by each horse, as also the cost of that forage, is in your possession (up to date of my arrival in Fort Bourke). I have not copies of the same.

I have, &c.,
N. P. CARVER.

Statement showing Mr. Carver's cost of forage and carriage thereof at Bourke.

				£	s.	d.
July 17 to September 3, 1877	...	To corn, forage, as per vouchers	...	...	12	5 3
August 26	...	„ Ranken, carriage, as per voucher	...	...	2	12 0
September 3	...	„ Matthews, forage,	...	...	4	17 9
„ 15	...	„ Matthews,	...	...	4	6 0
„ 27	...	„ Isaacs,	...	...	1	7 6
October 2	...	„ Isaacs,	...	...	1	10 0
					£26	18 6
Add to the above the following account since received—A. Alexander, corn	...	...	...	...	0	19 0
					£27	17 6

No. 228.

Mr. Stephens to The Engineer-in-Chief.

Progress report.

30 November, 1877.

I HAVE the honor to inform you that Mr. Herbert and I have reached the 118th mile from Narromine, 35 miles beyond the Bogan—the last 10 miles of which, however, yet remain to be levelled.

I have not heard from Mr. Carver lately. I suppose that he has the same difficulties to contend with that we have in effecting his postal communications, so I cannot report how he is getting on; but I feel assured he is doing his utmost. The last time that I heard from him his horses had been stolen.

Our progress (*i.e.*, Mr. Herbert's and mine) has this month not been so satisfactory as I could have wished, but that is owing to a variety of circumstances which could not well be avoided. I had to send in the dray to Canonbar for feed, and Mr. Herbert had to send into Warren, for the country still remains as bare as the palm of your hand; it is getting worse if that were possible. I have not seen a single blade of grass for the last 45 miles. The water also is a very great drawback; the last tankful of water but one had to be brought 25 miles through the bush, and the horses necessarily consume a great portion of what is brought on their journey there and back. A tankful (400 gallons) does not last us more than three or at the most four days. As you will perceive by my journal I spent some days in looking for water, and at last I was successful. I found a good hole about 18 miles from this camp, which will supply both this and the next camp. I have great trouble and difficulty with some of my men—the cook I had to discharge for insubordination, and this has not tended to improve matters; the drayman is acting as cook *pro tem.* until I can succeed in procuring another, but it is well nigh impossible to procure men here. The weather continues dry, and at times fearfully hot. On the 27th it was 108 degrees in my tent (with both front and back open) when I returned from work at 5:30 p.m., and the same night it was 97 degrees at 9 p.m.

For the last 10 miles we have got into rather ridgy country, and we pass by two fair-sized mountains—one of which I believe is Mount Hopeless.

R. D. STEPHENS.

No. 229.

Mr. Carver to The Engineer-in-Chief.

Progress report.

30 November, 1877.

I HAVE the honor to report that my progress this month has been met by no small difficulties, in consequence of the extreme scarcity of water, and that of the very vilest description, the effects of which have told severely on every one in my party. My last supply was contained in the only remaining water-hole in the district; it was the resort of numerous wild animals, and a mob of horses were driven to participate in the scramble for the filthy liquid that remained. When that was exhausted the nearest water to me lay in the river Darling, 30 miles distant, whilst the only known water to the southward was said to be at a recently formed station some 35 miles south-east. The intervening country a thick Mulga scrub, no track, nor a land-mark visible. Having but one horse fit for the eventualities of so risky a trip; I was obliged to go alone, and found the station (a hut occupied by a blackfellow, his master being from home); very fair water was procurable from a well, and I used every effort to push the work within reach of it, which tried to the very utmost the endurance of my party, and I would have fully succeeded had not my water-carrier refused to work without extra pay was given to him, which forced me to leave the work and move nearer to the station, my water-carrier working only "under protest." I then discharged the man, as it was impossible I could feel any further confidence in him. I purpose working the line back, carting water with my own horses until I can obtain assistance. My present position is 50 miles from Bourke and 40 from the Bogan—not a drop of water 20 miles from either route. I can only obtain water where I am by the payment of £1 per 200 gallons to Mr. Midway, the owner of the well. The nature of the country for the 35 miles I have staked consists of a slightly inclined plain, two-thirds of which is covered with thick scrub; the timber throughout, with but a few exceptions, is perfectly worthless; no stone of any description met with over that distance.

N. P. CARVER.

No. 230.

Mr. Herbert to The Chief Clerk.

Sir,

Camp No. 8, West Bogan, Canonbar, 17 December, 1877.

I do myself the honor to acknowledge the receipt of your memo. No. 77-716, of the 3rd instant, asking for explanation why my horses should cost 4s. 5d. each per day for forage while Mr. Stephens horses only cost 3s. 9d. In reply I beg to state that, at the time I was called upon to give the information as to the cost per day of each horse, I had not sufficient data (at that particular date) to go upon to enable me to arrive at the exact cost, not having the bills in my possession at the time, and consequently had to assume the cost. Since then I have received the bills and forwarded them to Sydney, and find the cost from the 16th July, when I left Dubbo, up to the 31st instant (for I have forage to take me to the end of the year) to be as follows, viz. :—

1st account paid by the department for forage	...	...	...	...	£20	2	8
2nd voucher sent down paid by myself	...	...	...	...	8	7	0
3rd " " Alexander	...	...	...	...	12	1	2
4th " " Matthews	...	...	...	...	22	18	6
Total cost to end of year for three horses	...	...	...	...	£63	9	4

From 16th July to 31st December, 169 days or very little over, 2s. 6½d. per day for each horse.

Trusting the above explanation will be found satisfactory,—

63 9 4

169 = 7s. 6½d. three horses.

I have, &c.,

MICHAEL HERBERT.

No. 231.

Mr. Stephens to Mr. Herbert.

Dear Sir,

No. 8 West Bogan, Canonbar, 19 December, 1877.

As the water difficulty is now becoming almost insuperable, and it is impossible for the two water-carriers to supply the two camps, I have decided on combining our forces as much as possible. You will therefore please place your water-carrier, Riley, at my disposal on his return from Warren; send me two of your men to enable me to press on the faster, and I wish you to proceed to the nearest water and camp there, assisting me as much as lies in your power with your dray in forwarding up supplies and forage. This of course is simply a temporary measure; should I come across water within a reasonable distance, I shall again require your assistance in the field.

Yours, &c.,

R. D. STEPHENS.

No. 232.

Mr. Stephens to The Engineer-in-Chief.

Progress report.

26 December, 1877.

Mr. Herbert and I have completed up to a point distant 135 miles from Narromine and 53 miles from Nyingin (on the Bogan).

The water difficulty is becoming almost insuperable, and the only way in which I can overcome it is for Mr. Herbert to temporarily camp at the nearest water, and for me to push on by myself with the two tanks. I shall also take on two of Mr. Herbert's men, to enable me to press on the faster. This of course is simply a temporary measure, for as soon as I again come within a reasonable distance of water I shall again bring Mr. Herbert on to the line,

Yesterday

Yesterday I saw Mr. Carver, the first time I have seen him since we left Warren. It seems that he has had very considerable difficulty with his men and with his water-carrier. Three of his men left him and so did his water-carrier, and that at a time when he was a great distance away from water, so that the only course open to him was to push on with his camp to the nearest water and try and work back, so that, although his is camped only some 25 miles distant from me there still remains some 20 miles of back work to be done. These 45 miles will give trouble. In ordinary country we would think little of drawing water 30 or even 40 miles, but here the case is very different. The ground is so rotten that even with only three casks of water the dray sometimes sinks into the ground almost to the axle. I have seen four powerful horses drawing this load fairly done up after only a 3-mile trip, only able to proceed in 1-chain spurts, and the worst of it is that, arrived at the end of their journey, the horses naturally want some of the water that they have drawn, leaving but very little for the camp, and therefore having to fetch more. I sincerely hope that we shall be more fortunate further on. The water is not nearly as good as I had at first anticipated; just before boiling a nasty thick green slime forms on the surface which certainly does not conduce to its salubrity—in point of fact it is now seriously affecting the health of the party.

The flies also are a very plague; the last time Mr. Herbert and I met we each of us had one eye closed up, and so had most of the men.

I do not think that the general course of the line could be much improved; we are running a nearly straight line from Nyingin to Bourke.

R. D. STEPHENS.

No. 233.

Mr. Herbert to The Engineer-in-Chief.

Progress report.

31 December, 1877.

I do myself the honor to forward herewith my returns for this month, and beg to remark that the progress of my work has been retarded this month owing to the fact of having to take Riley's dray, together with mine, off the line, to send them to Warren (distance 100 miles from here) for forage and rations; as otherwise I might have 15 miles more of the line set out; but this arrangement was unavoidable under the circumstances. The fact is, we should have another dray employed, but as the work is now nearly finished it is not worth while making any alterations.

Riley's voucher I will send by next post, when he returns and signs it.

MICHAEL HERBERT.

No. 234.

Mr. Carver to The Engineer-in-Chief.

Progress report.

31 January, 1878.

I HAVE the honor to report that a severe illness considerably retarded my progress this month. On the 18th, however, I was able to resume work. Since the 20th I have been perplexed where to turn to get water, the Rye well having become exhausted; and not until after a deal of trouble looking for water elsewhere could I prevail on the station people to allow me three or four more tankfuls from the remaining water on the block, for which I agreed, after obtaining Mr. Stephens' consent, to pay £2 per tank of 200 gallons; and I am very glad to say the tankful in camp will enable the survey to be completed without further trouble.

N. P. CARVER.

No. 235.

Mr. Stephens to The Engineer-in-Chief.

Progress report.

2 February, 1878.

I AM only too glad to be able to report that the work is completed. The junction with Mr. Carver is 455 miles from Sydney, 159 miles from Narromine, and 77 miles from the crossing of the Bogan. I am so thankful to escape from this odious country and this hateful survey; it has been nothing but a perpetual hurry-scurry and worry—a constant roasting, dirt, and dust—nothing to eat but Manilla rope-fibred salt beef, and nothing to drink but the most doubtful of water, and frequently not enough of that; and now everything in camp is wrecked, ruined, and spoiled—in fact not worth bringing back.

It is now 159 days since I actually started work, and since then I have had seventeen working camps, giving an average of nine and a-half days in each camp, including shifting. The amount of comfort to be derived from this style of life, experienced in such a country as this, may be easily imagined.

Shifting camp on this rotten ground is really a serious matter. Owing to the total absence of grass, we had to carry with us heavy loads of forage; and this again, when shifting camp, necessitated three trips, when under any ordinary circumstances one would suffice, so that for each 10 miles shift the drays had to travel 50 miles—the forage in the first instance having to be brought long distances; that at present in camp had to be carted 130 miles. The water also was a perpetual source of trouble. I have now come 77 miles from the Bogan, and I have not seen a single drop of water but what came from the tanks; I have not even crossed a defined watercourse. The rain, when it does rain, simply soaks into the ground, and in a couple of days renders the country impassable. Just now it is simply iguano holes and dust. Our water we obtained first from Mr. Hall's tank (No. 8 West Bogau), and latterly from that of Mr. John Little, of Glenariff, who certainly has acted most kindly. Although he himself had, five weeks ago, to bring water at the Rye well, paying £1 for 200 gallons, and had besides to draw it 20 miles, he, as soon as a thunder-storm filled his own small tank, allowed us to draw therefrom. We have just finished in the nick of time. I could not stop here another week, for Mr. Little's tank is again running dry; and Mr. Carver could not have stopped another day, for Rye well is exhausted, and every one was forced to clear out, and it is only as an extreme favour that he was allowed 600 gallons to enable him to finish. For these 600 gallons he had to pay £6; so altogether we may consider ourselves very fortunate to have completed the work when we did.

Three days from New Year's Day I had been engaged in searching for Mr. Little's tank, the position of which it afterwards turned out had been incorrectly described to me (it was 15 miles distant instead of 7

as

as stated), and making sure that I would find it I allowed myself to run short of water; so New Year's Day came, and no water in camp, so all horses and men had to fly for it to Hall's tank, 28 miles away, on a scorching day. It was a dreadful walk. The heat has been something terrible. Mr. Carver had a case of sunstroke in his camp. I find that here my thermometer is of but little use; it only registers 113°, and it usually starts with that at about 10 o'clock in the morning; what it goes up to in the middle of the day is more than I can venture to state. However, I am happy to say that the work is finished, and I think satisfactorily finished; it is certainly the best procurable line and the shortest. With the exception of the crossing of the Bogan there is not a single work of any importance. To-morrow I start on my return journey.

R. D. STEPHENS.

No. 236.

Mr. Herbert to The Chief Clerk.

Sir,

Camp No. 2, West Bogan, 2 February, 1878.

I duly received the pay list and contingent voucher for December wages, together with notice that the amount was placed to my credit; but as three of my men (whose signatures are required to the pay list) are with Mr. Stephens, on the line some 90 miles from here, I cannot forward them to the office until the return of the men.

I now forward the vouchers for January without Mr. Stephens's initials, as I have no means of communicating with him until his return (probably the end of the month).

I employed an extra man on the 7th January, by orders of Mr. Stephens, my dray being constantly on the road with two men carting forage and water, &c.

Riley's voucher for January I will send down as soon as I can get his signature to it. His voucher for December, together with Matthews's voucher for £21 2s. for forage, I sent from my last camp, on the 14th ultimo.

I am, &c.,

MICHAEL HERBERT.

No. 237.

Mr. Herbert to The Engineer-in-Chief.

Sir,

Office, Sydney, 8 March, 1878.

In reference to the explanation you have required of me to give, as to why I remained camped at the tank in Hall's Run, No. 8 West Bogan, during the latter part of December and the whole of January last, and also why I had to cart water while camped there, I have the honor to enclose Mr. Stephens' letter of instructions to me (dated 19 December, 1877), which will fully explain the cause of my having to remain at the waterhole. And in reply to the second inquiry, as to why I had to cart water while camped at the tank, I beg to state that the water-carrier, Riley, worked all this time for Mr. Stephens and not for me, and that on one occasion my own dray had to cart water for Riley's team to enable him to reach Mr. Stephens' camp.

I may here mention that at the time Mr. Stephens gave me these instructions it was not expected that this arrangement would be required for a longer period than a fortnight; but owing to the protracted and unexpected absence of water we had to continue this mode of working, without which, in fact, the survey could not possibly have been completed.

During this time my own team carted forage and rations for both Mr. Stephens and myself over a distance of 600 miles.

I have, &c.,

MICHAEL HERBERT.

No. 238.

Mr. Stephens to The Engineer-in-Chief.

Sir,

Sydney, 25 March, 1878.

				Miles.	chains.	
<i>Lengths.</i> —Bourke	...	...	...	505	8·92	from Sydney.
Dubbo	...	...	...	278	0·00	do.

227 8·92 Dubbo to Bourke.

but my own proper length commenced at Narromine, 296 miles from Sydney; therefore, distance from Narromine to Bourke, 209 miles 8·92 chains.

General direction.—Leaving Dubbo the line proceeds in a westerly direction for about 22 miles, just touching on the sharp bend of the Macquarie River at Narromine; it then proceeds in a north-westerly direction for about 50 miles, leaving the general course of the Macquarie and also the town of Warren about 11 miles to the right; this avoids all flood-waters, and is yet within reasonable distance of the centres of population and of several important stations. About 5 miles south of Beleringa Station we bend towards the west, and make direct for Kyingin, on the Bogan, distant about 30 miles, again avoiding all flooded ground. I may here remark that the crossing of the Bogan we fixed upon will, I think, be found to be the best. If you cross lower down you get into extensively flooded country, and if you cross higher up you get into ridgy ground, besides unnecessarily lengthening the line.

From Kyingin we make straight for Bourke (a distance of about 125 miles), cutting off the very sharp bend which the Bogan makes in this locality, in fact, leaving Gongolan, the head of this elbow, 35 miles on our right.

Levels.—General level at Dubbo, 870 feet above Sydney high-water.

Do. Bourke, 350 do. do.

leaving a total fall of 520 feet between Dubbo and Bourke, which fall is on the whole very generally distributed. The first 15 miles out of Dubbo up to Narromine crosses undulating ground, in one place, indeed, necessarily a gradient of 1 in 60 for 1½ mile, but from Narromine there is a very gradual fall the whole way to the crossing of the Bogan, whose bed we cross at a level of 550 feet. The next 16 miles are quite

quite level. The line then gradually rises and passes over some outshoots of the back ranges, but not touching anything of the least importance, the highest point reached being 785 feet above sea-level. This undulating country extends over a distance of about 50 miles, and then there is a gradual fall, you may say, the whole way to Bourke.

General characteristics.—A flat and most uninteresting country, generally consisting of chocolate-coloured soil. Bourke itself I did not visit, but I am told that in its immediate neighbourhood black soil prevails. As a rule, it is covered by open forest, with small patches of light pine scrub, but for about 60 miles on the Dubbo side of the Bogan we passed over some very extensive and apparently very rich-looking plains, admirably adapted for grazing purposes, when there is any grass there. I am informed that in good or even average seasons the grass is really splendid, and judging from the appearance of the soil I certainly would be inclined to believe the statement.

Ballast.—I do not believe that I saw a single stone the whole way from Narromine to 16 miles Bourke side of the Bogan (nearly 100 miles), but when crossing the outshoots of the back ranges previously referred to innumerable quantities of quartz pebbles intermingled with the chocolate-coloured soil, and possibly good ballast may be procured here, but on the whole ballast will, I fear, be found to be a difficulty; it can be procured at Dubbo, and also in small quantities from the Macquarie River bed at Willandra and at Narromine, and possibly by sinking and quarrying, but judging from the natural section of the river bed, I fear you would have to sink to a considerable and unworkable depth.

Timber.—The timber may at once be classed as absolutely worthless for railway purposes. Very little grows to any size, and that little are simply shells. Some of the pines, however, grow to respectable dimensions, and may be found useful for temporary purposes.

Water.—As you are of course aware, this survey was carried through under very considerable difficulties at the close of a three-years' drought, the main difficulty being the total absence of water. This, of course, is a very especial case, and not likely to occur again for some years. I am told that in ordinary seasons a fair supply of water may be found in the gilgias (small ponds) with which part of the country is tolerably well supplied; still I cannot but think that in some extensive stretches of the country there always will be trouble under this head whilst the line is being constructed.

The earth-work is extraordinarily light and can be executed in a very short time (it is nearly all side-cutting from the side ditches), and I am inclined to think that the simplest way of carrying out the work would be for the contractor to excavate tanks here and there (say every 10 miles) in the most available localities, and then when the rain did set in and fill these tanks to rush the earth-work through, for really there is nothing of it; a 2-foot bank throughout is all that is required.

Waterways and Floods.—The only really defined water-channels (the Bogan River of course excepted) occur on the first 18 miles, and the importance of these is mainly due to the overflow or backwater from the Macquarie River. Speaking generally, you may say that the rest of the 209 miles is totally devoid of any watercourses whatsoever. The country is so level that when a heavy downpour comes the water simply lies on the surface and gradually sinks into the ground, temporarily rendering the country perfectly impassable, and giving rise to deep and very dangerous holes—in some parts the ground is completely undermined. Of course, when the railway bank is stretched across the country it will materially alter the present distribution of the storm-waters, and a far more liberal provision of waterways will be necessitated than at first sight would be imagined, for in this style of country it is really impossible to say how the waters will travel. The construction of the necessary waterways will, I fear, be attended with some difficulty, owing to the total absence of suitable timber and stone, though possibly fair bricks may be manufactured; but, on the whole, this line, if constructed, ought to be finished expeditiously and cheaply.

I have, &c.,

R. D. STEPHENS.

Wallerawang to Mudgee.

No. 239.

The Assistant Engineer for Trial Surveys to Mr. Kennedy.

Office, Sydney, 2 March, 1877.

MEMO.—As you have not any cross-sections taken at the Crown Ridge, it will not be necessary for you to return there at present, but it will do if you take them when your present work is finished as you return to Sydney.

I will send you a tracing of your 4-chain plan of this portion when you require it.

HERBERT PALMER.

No. 240.

Mr. Kennedy to The Assistant Engineer for Trial Surveys.

Sir,

Camp, Flatlands, Iford, 11 March, 1877.

Will you be good enough to send me a tracing from 10-chain plan, embracing the trial line from No. 1 traverse station at Rylstone to the point where I connected my work with Mr. Townsend. I require this for the purpose of getting the "reference" for Parliamentary plan. I have got some of the information on my present field plan, but not all I require. There is some of this work will require cross-levelling, but about 4 miles of it will not require cross-levels. Will you please inform me if I am to cross-level the portion I consider requires it; and also if I will send you 10-chain plan and section as soon as I complete them, which I expect to do in about eight or ten days from this. I wish to know about the cross-levels, as I can put men to clear the lines while I am plan-drawing, &c.

I have, &c.,

THOS. KENNEDY.

Tracing of portion required attached. Cross-level where you consider it necessary to do so, and forward 10-chain plan and section as soon as complete.—H.P., 13/3/77.

No. 241.

The Assistant Engineer for Trial Surveys to Mr. Kennedy.

22 March, 1877.

MEMO.—I wish to be informed where your new work will terminate. To show this clearly, forward me a tracing as early as you can, showing where the new through trial line from Wallerawang will join the original trial line, so that I may prepare plan and section of that portion from the point of junction to Mudgee to join to the plan and section of the new work, and thus to have a through plan and section from Wallerawang to Mudgee to be laid before the Assembly.

HERBERT PALMER.

No. 242.

The Assistant Engineer for Trial Surveys to Mr. Jamieson.

6 April, 1877.

MEMO.—By same post I have sent you instructions to proceed to Orange to report yourself there to Mr. Wade. I wish you therefore to send in to this office the whole of the particulars and field books of the work you have completed to date, with the fullest information in your power, so that all plans and sections, &c., may be plotted here, and the work put into such order that it may be easily resumed when requisite.

HERBERT PALMER.

No. 243.

The Assistant Engineer for Trial Surveys to Mr. Kennedy.

Office, Sydney, 6 April, 1877.

MEMO.—By same post I have sent you instructions to proceed to Orange to report yourself there to Mr. Wade. I wish you therefore to send to this office the whole of the particulars, field books, &c., of the work you have completed to date, with the fullest information in your power, so that all plans, sections, &c., may be plotted here, and the work put into such order that it may be easily resumed when requisite.

HERBERT PALMER.

The plan and section 4 chains to an inch now forwarded; the only thing necessary to complete them is the numbering of traverse stations on plan and section, and a few names which can be got from 10-chain plan; there is no plotting to be done,—all is complete with the exception of the above work.—T. KENNEDY, 12/4/77.

NOTE.—The meridian for 4-chain plan is the centre line in pencil, north towards Rylstone.—T.K.

No. 244.

The Assistant Engineer for Trial Surveys to Mr. Jamieson.

Sydney, 6 April, 1877.

MEMO.—The working plans and sections of the extension from Orange to Dubbo are urgently required, and the Engineer-in-Chief has instructed me to inform you that he requires you to at once report yourself to Mr. Wade, at Orange, who will furnish you with all instructions while you remain in his district.

HERBERT PALMER.

No. 245.

The Assistant Engineer for Trial Surveys to Mr. Kennedy.

Sydney, 6 April, 1877.

MEMO.—The working plans and sections of the extension from Orange to Dubbo are urgently required; and the Engineer-in-Chief has instructed me to inform you that he requires you to assist on this work, and to proceed without delay to report yourself to Mr. Wade, at Orange, who will furnish you with all instructions while you remain in his district.

HERBERT PALMER.

No. 246.

Mr. Jamieson to The Engineer-in-Chief.

Sir,

Camp, Round Swamp, Mudgee Road, 10 April, 1877.

I have the honor to inform you that your instructions of the 6th instant only reached me to-day, and I beg to inform you that I will make arrangements to proceed to Orange with as little delay as possible.

I am at present out with a temporary camp in Vincent's Hole, on the north side of Main Dividing Range, and it will take me two days to pack and carry my traps over Vincent's Mountain into Freeman's Hole, where I have my permanent camp. Then it will be necessary for me to square up my books, plans, &c., so that this work may be taken up at some future time, which will take me (say) a couple of days. I shall then have to pack my camp out of Freeman's Hole, on to the top of the range, near the main road Mudgee to Wallerawang, which will take Monday, the 16th; I shall then be only 30 miles from Wallerawang, and will be able to leave Wallerawang for Orange by the mid-day train on Wednesday, the 18th.

I beg to state that in consequence of the very rough nature of the work I have been engaged upon for the last eighteen months, my instrument's legs have become so shaky and loose that it will be absolutely necessary before I commence any permanent work to have either new legs made or the brasses taken off and rearranged; and for that purpose I beg most respectfully to ask your permission to allow me to bring them down to Sydney. I wish you to understand that no time will be lost, as I will arrange to be up on the ground before my men and camp can possibly arrive at their destination.

Will

Will you please to send up by return mail to my present address, viz., passes for six men, three horses, cart, and camp equipment from Wallerawang to Blayney; and at the same time, if you would be kind enough, to send me a pass from Wallerawang to Sydney for the purpose as before stated.

My letters, &c., are very often taken on to Mudgee, causing often a delay of some two days before they reach me.

I have, &c.,
GEO. JAMIESON.

No. 247.

Mr. Kennedy to The Assistant Engineer for Trial Surveys.

Sir,

Camp, Flatlands, 11 April, 1877.

I will shift camp to the Crown to-morrow, 12th, for the purpose of taking the cross-levels. I have about two or three days work to do to plan and section of Flatlands work, which I intend to do at the Crown while pegs are being made, &c.

I have, &c.,
THOS. KENNEDY.

No. 248.

Mr. Jamieson to The Engineer-in-Chief.

Sir,

Camp, Round Swamp, Mudgee Road, 13 April, 1877.

I have the honor to forward herewith, under separate cover, plans, sections, and books of the amended trial survey from Capertee Camp to the Main Dividing Range, a distance of $17\frac{1}{2}$ miles.

The line, as shown on plan in blue, commences at Capertee Camp, at or near a point marked 127 miles on original section, and crosses main road, Wallerawang to Mudgee, about 3 chains west of Capertee Camp. From this point the line follows generally the track leading into Capertee Valley for about a mile, thence bearing in a northerly direction, skirting the spurs leading from high range to the westward, and following along the eastern slopes of the watershed of Capertee River until Airly Flat is reached, and passing about 10 chains west of Mr. Gollagher's head station, distant 3 miles from Capertee Camp. The works on this portion will be tolerably easy, the smallest curve being 15 chains radius and steepest grade $\frac{1}{4}\%$. From this point northwards the country begins to get more broken and rugged; the line also becomes more circuitous, being compelled to follow the contour of the country in all its twistings and windings in order to make the descent into Freeman's Creek.

The works on this portion, from Airly Flat to Freeman's Creek, a distance of 5 miles, will be pretty stiff in places, with several curves of 12 chains radii and grades of $\frac{1}{4}\%$. The line after crossing Freeman's Creek makes a detour eastward, skirting round several high spurs and winding up the western slopes of Vincent's Mountain until Carlow's Gap is reached, and crossing Vincent's Range in the lowest and most suitable position for railway purposes, with a tunnel of (say) 12 chains long; thence the line follows generally along the eastern slopes of Vincent's Range, crossing Brogen's and Jackson's Creeks, to the Main Dividing Range, the watershed between Capertee and Cungegong Rivers.

From Carlow's Gap to the Main Dividing Range, a distance of some 7 miles, the country is very broken and cut up with many deep gullies and ravines, which it is quite impossible to avoid, although I have done my best to lighten them, and when you have the quantities taken out it will be found that I have made a considerable reduction in the earth-works.

On the original line there are four tunnels, amounting in all to about 1,460 yards. Now I am glad to inform you that, with one tunnel of (say) 264 yards through Carlow's Gap, will I think be all that will be necessary; for if a stiff cutting of (say) 50 feet is put in through Dividing Range we can get through, but if you consider it too heavy then alter the line back from about 24 Δ (see plan), where the range is both lower and very much narrower. A short tunnel of 2 or 3 chains here would be ample. The crossing of original line is about the worst that could be selected.

I may here mention that I have examined the country very carefully from Capertee Camp to the Dividing Range, with a view of getting the best line between the above-mentioned points, and I have gone to a very great deal of trouble and pains to find out an easier route than the one submitted, but have failed to do so, and I am confident that there is nothing better in this neighbourhood.

I beg to inform you that the line herein referred to is capable of very great improvement, and I would strongly recommend for your approval, that long before this line is wanted, to have it thoroughly and carefully cross-levelled from Capertee to the Flatlands, a distance of 18 miles, and strike out a line from cross-levels, run it on the ground before it is permanently staked.

I merely mention this in case you should require the permanent survey in a hurry, and if so all the surveyors that could be put upon it would not get through in anything like reasonable time.

I beg most respectfully to inform you that I have worked very hard on this length, and all the Easter holidays and Sundays, to get out of my temporary camp, and this last week up to 10 and 11 o'clock at night in order to finish up my plans and sections, to enable a thorough plan and section to be traced for Parliamentary purposes from Wallerawang to Mudgee. I find the original levels are out as much as 11 feet in places, and the numbers on plan and section are all abroad, and what numbers are on the ground will not agree with either plan or section.

With reference to timber for construction of line, there is any quantity of ironbark, box, red and blue gum, &c., close to line, and with little trouble a fine quarry of freestone could be opened out.

I have, &c.,
GEO. JAMIESON.

No. 249.

The Secretary for Lands to The Engineer-in-Chief.

Minute Paper.

The Trial Surveys of a Railway from Wallerawang to Mudgee.

MESSRS. Rouse, Buchanan, and Hurley, M.P.'s, have waited upon me as a deputation, with the view of urging a speedy decision from the Government respecting the construction of a railway from Wallerawang to Mudgee.

I shall be glad to have the plans and computations of the probable cost of this line prepared at an early date, with the view of asking the Cabinet whether an item for the construction of a railway from Wallerawang to Mudgee shall be included in the Loan Estimates for 1877.

J.H., 25/5/77.

The estimates of the cost of this line are now being prepared, and shall be completed as early as practicable.—J.W., 13/6/77.

No. 250.

The Engineer-in-Chief to The Commissioner for Railways.

Minute Paper.

Subject:—Description of proposed line of Railway from Wallerawang to Mudgee. Length 85 miles.
Estimated cost, £892,500.

The Office, 17 July, 1877.

THIS proposed extension leaves the Great Western Railway at the Wallerawang Station, at a point 104½ miles from Sydney, thence by Piper's Flats to the head of that creek, crosses the dividing range, and follows for several miles the course of Dalhenty's Creek, crosses Cullen Creek, thence through Red Spring Gap to a crossing of Jew's Creek, about ¾ of a mile below the Ben Bullen Inn.

About a mile further on the line crosses the Mudgee Road for the first time (16 miles from Wallerawang), and keeps the direction of this road to the Crown Ridge, passing under the road by a tunnel 9½ chains in length, about 1½ miles beyond the Crown Ridge Inn. The direction of the road is still followed as far as Capertee Camp, where the road is crossed for the third time.

From this point the difficulties of the line commence, and for 20 miles to Flatlands the works will be very heavy, including a tunnel 18 chains in length through Carlow's Gap, and the crossing of Freeman's, Brogan's, and Jackson's Creeks.

The cuttings will, in many instances, be very deep, and chiefly through sandstone at Rylstone.

53½ miles from Wallerawang the Cudgegong River is crossed, and the general direction of Rylstone and Mudgee Road is then followed throughout, passing through the Lonee and Havilah estates, crosses Lawson's Creek, near Oakfield, and terminates at the Maitland Road, 68 chains from the Holyoak Bridge over the Cudgegong River, at a point 84½ miles from Wallerawang, and 189 miles from Sydney.

The quantity of earth-work on this line, as estimated from the trial survey, amounts to 2,400,000 cubic yards, giving the high average of 28,400 cubic yards per mile.

There are two tunnels, one 9½ and the other 18 chains in length, and two timber viaducts, one over the Cudgegong River at Rylstone, and the other over Lawson's Creek, near Mudgee.

The estimated cost of this line is £10,500 per mile, exclusive of the cost of land and compensation.

JOHN WHITTON.

No. 251.

Mr. M'Lean to The Secretary for Public Works.

Sir,

The Crown *via* Capertee Camp, 7 September, 1878.

If your Government intend supporting the railway scheme to Mudgee, I think it is my duty to point out that, in my opinion, a railway to Mudgee from Wallerawang *via* Capertee and Rylstone could be constructed for at least £150,000 less than the line now surveyed; besides this the line would pass almost entirely through Crown Lands. There are many other advantages this line would possess over the other. If you think proper to send a surveyor, I would meet him at Wallerawang and show him the country through which I think a railway could be brought; he need not be absent from Sydney, or wherever you take him, more than a week, in which time he could easily inform you if it was worth while instituting a proper survey.

I have, &c.,

D. M. M'LEAN.

I presume that Mr. M'Lean alludes to the same route advocated by him some time since, as described in the extract from the *Western Post* attached to these papers. I rode over portions of this route at the time the surveys were being made by Rylstone. I particularly examined the country about Bailbone Gap, and found the difficulties at this point would be very great, and I could not see that there was any probability of obtaining a better section in this direction than by the route along which the survey was being made. This question can, however, be easily settled by making a rough trial survey.—H.P., 1/10/78. Engineer-in-Chief.

Send a surveyor as early as possible and settle this matter; if not to Mr. M'Lean's satisfaction, it may be satisfactory to the department.—J.W., 1/10/78. Mr. Palmer.

I have written to Mr. M'Lean, asking him to fix a date when he can be at Wallerawang, and shall then send Mr. Hardy to meet him, and to accompany him over the route he recommends. Mr. Hardy will then report.—H.B., 2/10/78. Engineer-in-Chief.

No. 252.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Office, Sydney, 16 October, 1878.

MEMO.—Mr. M'Lean, of Capertee, has informed me that he is prepared to point out what he considers to be the best route for the proposed line of railway through Capertee, and I have instructed Mr. Hardy to proceed to Wallerawang to-morrow to meet Mr. M'Lean.

Mr. Hardy will take heights by the aneroid over this proposed route, and will report on the advantages or otherwise that may be found over the routes already surveyed.

HERBERT PALMER.

No. 253.

No. 253.

Mr. Hardy to The Engineer-in-Chief.

Sir,

Office, 25 October, 1878.

I have the honor herewith to report on the exploration of the railway route to Rylstone, as proposed by Mr. Donald M'Lean.

I met Mr. M'Lean as per agreement at Wallerawang, on the afternoon of October 17th, and proceeded with him the next morning over his proposed route to Capertee.

After leaving Wallerawang the line runs adjacent to the main Mudgee Road until we reach its junction with the Walgan Road, and adjacent to that road until a point about 7 miles from Wallerawang is reached (aneroid 80 feet above Wallerawang). We then turned up Murray's Swamp and kept alongside the same until the summit of a Blue Mountain spur was attained—distance from Wallerawang 10 miles, and altitude 500 feet above that place. We then kept along the main range until the head of a steep valley leading down to Baalbone Gap was reached. Aneroid 590 feet above Wallerawang down the Valley to Baalbone Gap; distance between head of valley and Gap, about $2\frac{1}{2}$ miles; aneroid at Baalbone, 200 feet higher than Wallerawang. The lowest point reached in the valley was 100 feet above Wallerawang, and that at the entrance to the Gap. Three-quarters of a mile from head of valley aneroid registers 180 feet above Wallerawang. After crossing Baalbone line circles round the main range until the neck connecting main range with Pantony's Crown is reached, aneroid registering 740 feet below Baalbone; estimated distance, 4 miles. The line then circles round Pantony's Crown, till we reached a main spur running from the Crown to Coco Creek, aneroid registers 990 feet below Baalbone, and distance from last point (say) $2\frac{1}{2}$ miles.

Down the spur half-a-mile aneroid 1,030 below Baalbone, in another $\frac{3}{4}$ of a mile, aneroid 1,320 below Baalbone; still on, until gate between Crown and Coco Stations is reached, aneroid 1,500 feet below Baalbone. This point is considered to be 10 miles from the Gap, but the distance I think is over-estimated. We continued down spur to Coco Creek (distance between gate and creek, 3 miles; aneroid 1,840 below Gap), cross Coco Creek (1 chain wide), and up Plains Valley to a saddle from Mount Genaldra; thence across spurs from Mount Morundury until a leading gully is reached, running down to Capertee River, 13 miles distant; altitude of Morundury spurs, about 300 feet; highest point distant from Coco Creek about 5 miles or so. Cross Capertee River about 20 chains from Warangy Creek junction with that river. Capertee River here about 200 feet below last spur. Then along ridge dividing Warangy Creek and Capertee River—about 30 chains cross the ridge to Warangy Creek side, and up that creek 4 miles or so (height of spur above where line crosses ridge about 50 feet); then strike again for the Capertee River, and cross same about a mile below Bogie Station; then skirt Mount Marsden till summit of range is reached; aneroid 700 feet above Capertee River, and distant from that river 5 miles. Hence there is an easy descent to Rylstone, I am informed.

From what I have seen of the country, it appears to me that a line cannot be got from Murray's Swamp to Coco Creek.

I have, &c.,

HENRY HARDY.

From this report it appears that the line suggested by Mr. M'Lean is impracticable.—J. W., 31/10/78.

No. 254.

The Assistant Engineer for Trial Surveys to Mr. Carter.

Capertee Camp, 31 May, 1879.

MEMO.—Before shifting camp to your next length, I wish you to send in the 4-chain plan, with all the cross-levels plotted, of your present length, so that I may decide whether you have taken them sufficiently close together, or whether anything more should be required while you are on the ground. You can of course leave a few days levelling towards the far end of the length, to be done while the plan is with me, so that no time may be lost in waiting for instructions.

HERBERT PALMER.

No. 255.

Mr. Prevost to The Assistant Engineer for Trial Surveys.

Sir,

Camp, Capertee, 7 June, 1879.

I have the honor to inform you that after having thoroughly examined and tested the whole of the country around Mr. Jamieson's line, from bench mark A to S, I find that the enclosed tracing of line is the only one obtainable. It now rests with you whether I am to set this out or not, it being at present only roughly staked.

The section shown is through the cross-section lines, and not through the L points.

The total length of the line, 2 miles 43.01 chains.

Mr. Carter has already completed the cross-sectioning of Mr. Jamieson's line; so that until I hear from you I shall occupy the time in examining further on near Carlow's Gap.

I am sorry to inform you that I lost one day through an attack of low fever. I have entered in journal the same.

I have, &c.,

H. PREVOST.

No. 256.

The Assistant Engineer for Trial Surveys to Mr. Prevost.

9 June, 1879.

MEMO.—Herewith I return tracing received this morning, which, in its incomplete state, is of no use to me whatever.

You say that the section is taken through the cross-sections and not over the traverse, but there are no cross-levels shown, and no proposed centre line marked out showing the radii of curves.

For the future, in sending in work of this sort, you must be careful to number all traverse stations, and show all the cross-levels taken.

Without all this necessary information I cannot judge whether the section you have sent me is capable of being improved to such an extent as would justify its being adopted in lieu of the line staked by Mr. Jamieson, and which is now cross-levelled.

HERBERT PALMER.

No. 257.

No. 257.

The Assistant Engineer for Trial Surveys to Mr. Carter.

12 June, 1879.

MEMO.—I return to you to-day your 4-chain plan of cross-levels. I shall require a few additional levels on C.S. Nos. 60 to 63, and I also wish you to plot on this plan cross-levels between the trial line and the road on the first portion of the plan from Δ s 15 to 28. You may also complete the levelling to such point as you have arranged to work from your present camp beyond Δ 69, and plot the levels on the plan. In the same parcel I send you the 4-chain plan of the length preceding the one upon which you are now engaged, and as soon as you complete what you can do from your present camp I wish you to shift on to this other length and thoroughly cross-level from 221½ miles (where the cross-levelling was discontinued) to Capertee camp. There will then be no break in the cross-levelling, and when this is done you may return me the plan and proceed with the work beyond your present length.

HERBERT PALMER.

No. 258.

The Assistant Engineer for Trial Surveys to Mr. Prevost.

7 July, 1879.

MEMO.—I have received the plan showing the new traverse and cross-levels, but there is nothing to show that the new traverse is in a correct position in relation to the old one, as there is no connection between No. 1 and old No. 9, or between your station No. 50 and old No. 29.

I wish to be informed whether your stations 1 and 50 are in their true position in reference to stations 9 and 29.

I also wish to be supplied with a tracing of plan and section of the first traverse you roughly staked.

The 4-chain plan I return by same mail, on which all the new work about Carlow's Gap is to be plotted.

HERBERT PALMER.

No. 259.

Mr. Prevost to The Assistant Engineer for Trial Surveys.

Sir,

Camp, Capertec, 8 July, 1879.

In accordance with your instructions I forward tracings. The connection of Δ 1 with 9 is bearing 20° and 20', distant 304', the curve marked is made tangential, a line bearing 210° 29' Δ 50, with No. 29 is bearing 195° 56', distant 652 links.

Am I to proceed with what I am about, viz., carrying a line from the junction of my traverse with Mr. Jamieson's, or thereabout, to the east of Carlow's Gap, avoiding the same altogether? I believe it to be practicable; the only obstacle is a frightful watercourse called Oakey Creek; I am trying to find some way of passing the same. I ask am I to proceed with this, as Mr. Carter has shifted to-day. I do not require the map for the present, so if you decide that I am to continue I will hand it over to him. I can manage well enough with the 10-chain scaled map.

I have, &c.,

H. PREVOST.

P.S.—Should I be able to carry out this line, I will save some 3 or 4 miles in traverse.—H.P.

No. 260.

The Assistant Engineer for Trial Surveys to Mr. Prevost.

9 July, 1879.

MEMO.—You may proceed with the trial line you are now engaged upon, and endeavour to obtain a practicable section by passing to the east of Carlow's Gap.

Please forward to this office all field and level books in connection with your last traverse, from Δ 1 to Δ 50, so that I may make a separate plot of both the traverse and cross-levels. Your new work, from near Δ 29 (Mr. Jamieson's) to the east of Carlow's Gap, may be kept in separate books.

HERBERT PALMER.

No. 261.

The Assistant Engineer for Trial Surveys to Mr. Carter.

9 July, 1879.

MEMO.—I have forwarded instructions to-day to Mr. Prevost to proceed with a trial survey of a proposed deviation to the east of Carlow's Gap. As I am anxious to see whether a practicable line can be had in this direction, you may work in conjunction with Mr. Prevost, and forward as early as practicable to this office plan and section of the trial line from the point where you will leave Mr. Jamieson's traverse, at or near Δ 29, to the point where you will join the original line beyond Carlow's Gap. I will come up and go over all this work as soon as possible.

HERBERT PALMER.

No. 262.

The Assistant Engineer for Trial Surveys to Mr. Carter.

7 August, 1879.

MEMO.—Please send me by return mail your level books containing the cross-levels on the very steep portion at the Crown Ridge, where you have taken them; from the centre line to the road. A plotting to a natural scale of this part is required.

HERBERT PALMER.

No. 263.

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No. 263.

Mr. Kennedy to The Engineer-in-Chief.

Progress report.

31 August, 1879.

I HAVE traced and staked out the tangent lines from Wallerawang station to Dividing Range nearly up to the point at which Mr. Mackenzie commences his work. It has been raining heavily here from Wednesday evening, 27th, to Friday evening, the 29th.

THOMAS KENNEDY.

No. 264.

Mr. Kennedy to The Engineer-in-Chief.

Sir,

Camp, Wallerawang, 5 September, 1879.

I have the honor to suggest that the lockspitting of centre line should be let by tender at not more than 9d. per chain, and of course as much cheaper as I can get it done.

The line passes through some cultivation paddocks at present under crop.

I think it will be useless lockspitting through them, as all marks will probably be destroyed before many months. If you approve of my suggestion, will you kindly inform me.

If my men are not employed during the time I am plotting working plan, they can take up a portion of the lockspitting.

I have, &c.,

THOMAS KENNEDY.

The lockspitting has generally been done for 6d. a chain, but occasionally 9d. has been paid. Get tenders for the work. You can employ your chainmen as suggested.—J.W., 8/9/79.

No. 265.

The Assistant Engineer for Trial Surveys to Mr. Kennedy.

8 September, 1879.

MEMO.—Under separate cover I forward to you diagrams of the different alienated portions intersected by the proposed line of railway between Wallerawang and the Crown Ridge.

The original plans of some of these portions are extremely vague, and the diagrams have been prepared with much difficulty. I hope you will be able to fix the boundaries of a sufficient number to enable you to fill in the rest, so that our proclaimed plan will agree with the original plans. Mr. Cadell, the owner of Ben Bullen, has promised to send me the name and address of a man who will be able to point out to you the correct corners and boundaries of the village reserve, and the portions adjoining at Ben Bullen.

The diagrams now sent to you must be returned with the working plan on completion.

HERBERT PALMER.

No. 266.

Mr. Kennedy to The Assistant Engineer for Trial Surveys.

Sir,

Camp, Wallerawang, 10 September, 1879.

Will you be good enough to forward to me as early as convenient the diagram of boundary of property through which the line passes, and if possible have the dimensions on the sketch. I have got the centre line chained, and ring-marks cut up to the range or 109 miles 40 chains, but I have been greatly retarded through wet weather. Mr. Mackenzie wanted me to hand over the chainage so that he might carry it on through his work, but I told him the instructions I received, and could not alter them without referring to you. I will forward you the levels of the first 5 miles when I get them checked.

I have, &c.,

THOMAS KENNEDY.

The diagram was sent to you on the 10th instant. Continue the chainage as instructed. I will write to Mr. Mackenzie on the subject.—H.P., 12/9/79.

No. 267.

The Assistant Engineer for Trial Surveys to Mr. Mackenzie.

Sydney, 12 September, 1879.

MEMO.—I wish Mr. Kennedy to continue the through chainage as far as Capertee Camp. To allow of this being done, I wish you to clear all tangent lines and put in curves, leaving the through chainage, levelling, and survey of detail to Mr. Kennedy.

When you reach Capertee Camp with all the tangent lines and curves staked, I will arrange for you to assist Mr. Kennedy either on the levelling or survey.

HERBERT PALMER.

Instructions noted. I shall be glad if you will send me a plan of the district with the lines of railway marked, and should further be obliged if you would advise me as to whether I am right in views respecting the mileage of my next camp. I propose to continue setting and staking out from my present camp at 114 miles 40 chains to about 117 miles 20 chains, and then move camp to about 119 miles 40 chains. Weather permitting, less than three weeks will enable me to move camp to 119 miles 40 chains.—KENNETH MACKENZIE.

I have no district map that would be of any use to Mr. Mackenzie. The line to be staked is close to the main road, and I do not think there will be any difficulty in arranging camps to suit the work.—H.P., 8/10/79.

No. 268.

No. 268.

Mr. Prevost to The Engineer-in-Chief.

Sir,

Post Office, Ilford, 15 September, 1879.

In answer to memo. dated 12th September, I beg to inform you that I have completed, through levelled, staked, &c., 2 miles of the new trial line.

With reference to my work on deviation line of Mr. Carter's, I beg to state that it has in nowise interfered with the speed of completion of new trial line, as he has during the time I was employed on his line, one and a-half days (and which I am pleased to say I was able to perform beyond my expectation), finished up the cross-levelling on the portion I had completed.

I commenced to shift camp on Saturday, the 13th September, but owing to stress of weather, for it has been pouring both to-day and yesterday, the shifting is not complete.

The only chance too of work that could be done last week was one and a-half days with exception of Saturday, which was occupied in shifting.

I expect, weather permitting, to complete my new trial line by the expiration of this month.

I have, &c.,

H. PREVOST.

No. 269.

The Assistant Engineer for Trial Surveys to Mr. Prevost.

15 September, 1879.

MEMO.—The plan and section and cross-levels of the new trial line from near Carlow's Gap to Jackson's Creek is urgently required. I hope your having worked on the deviation to obviate the tunnel at Carlow's Gap will not cause any delay. I wish you to report what progress has been made to the date of receiving this memo. in the first-named work, also when you expect to send in the plans.

HERBERT PALMER.

Also name the date when you shifted camp over the gap, and to what point you worked before shifting.—H.P.

No. 270.

Mr. Kennedy to The Engineer-in-Chief.

Sir,

Camp, Wallerawang, 22 September, 1879.

I have the honor to forward to you book containing permanent levels from 104 miles 18 chains to 109 miles 60 chains, under separate cover. Will you be good enough to have the book returned to me when working section is plotted, so that I may continue the levelling.

I have, &c.,

THOMAS KENNEDY.

Section being plotted, book will be returned when done with.—H.P., 6/10/79.

No. 271.

Mr. Kennedy to The Engineer-in-Chief.

Progress report.

Sir,

30 September, 1879.

Permanent staking, levelling, and check levelling completed up to 109 miles 60 chains. All creeks, fences, &c., surveyed on each side of centre line for a distance of 8 or 10 chains, boundary lines of property, got up to 108 miles (Walker's section), plan plotted. The cross-levelling is to be done, after which I shift camp to Hunt's Creek to take on the chainage and levelling through Mr. Mackenzie's work. The weather has been very unfavourable for field work this month.

THOMAS KENNEDY.

Raglan to Mudgee *via* Sofala.

No. 272.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Office, Sydney, 23 January, 1879.

MEMO.—In accordance with your verbal instructions that the country from Raglan to Mudgee *via* Sofala should be examined previous to any trial survey being made, I have instructed Mr. Hogg to leave for Raglan on Tuesday next, the 28th instant. He is now occupied in obtaining county maps and in making tracings of other maps and plans, giving all the information I can procure of this district. He has a good aneroid barometer, and will examine and report upon the most favourable route for railway purposes.

HERBERT PALMER.

Mr. Hogg to call upon Mr. J. B. Suttor, Wyagdon, near Bathurst, for information as to the route to be explored.—J.W., 23/1/79.

No. 273

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No. 273.

J. B. Suttor, Esq., to The Under Secretary for Public Works.

Sir,

Wyagdon, 29 January, 1879.

As chairman of the Sofala and Raglan Railway Committee, I have the honor to request that the Government will withhold their decision on the Mudgee petition condemning the Sofala line, till they have the report of their own officer appointed to explore the country.

I have, &c.,

JNO. B. SUTTOR.

Report has been received from Mr. Hogg, who was sent by me to examine this line. It is favourable as far as the junction with the old trial survey from Wallerawang.—J.W., 12/3/79.

No. 274.

Mr. Hogg to The Engineer-in-Chief.

Sir,

132, Phillip-street, Sydney, 26 February, 1879.

I have the honor to report that I have returned from examining the proposed line from Raglan to Mudgee, and beg to enclose a report and plan of the same.

I have, &c.,

CHARLES E. HOGG.

Have read the enclosed report, and attach tracing of routes explored and surveyed, and section of barometrical readings taken by Mr. Hogg on the route explored between Raglan and Aaron's Pass.—H.P., 6/4/79. Forwarded for the information of the Minister.—J.W., 14 November, 1879.

[Enclosure.]

Report on proposed Line from Raglan to Mudgee.

As the following line was in the direction that the people of the district were in favour of, as being in their opinions more direct and best suited to their wants, I examined it first; and although I found an insurmountable objection to it, I beg to report upon it in order to show its impracticability.

On leaving Raglan the line would pass through unbuilt upon but partially occupied township allotments for 1 mile to the Sydney Road. Raglan.

Here a level crossing would be required. Sydney Road;

It would then run along the boundary of Mr. Tindal's farm, and thence through various cultivated and pastoral fields for a distance of 3 miles, when a level crossing would be required on the road leading to the lime-kilns. Lime-kilns Roads.

Windburndale Creek is then reached. The approach is low and level, necessitating a long and high approach, as the north side of the creek rises abruptly to a height of 40 feet. The stream is 30 feet in width and floods to 15 feet. Windburndale Creek.

The line from Raglan to this point is almost straight, and passes over slightly undulating country presenting no obstacles to light construction.

From the Windburndale the country rises rapidly to a saddle 1 mile off, 340 feet above the creek, but distance is obtainable to surmount this with a deep cutting or small tunnel.

The country then falls considerably to Clear Creek, which presents a long crossing, the stream itself being 60 feet in width, and the flat beyond 20 chains in width, subject to severe floods. Clear Creek.

The country then rises and falls unevenly necessitating heavy cuttings, and banks rising finally to 2,410 feet, and in 1¼ mile falling 320 feet to Chesher's Creek. No lower saddle being procurable, I abandoned this line, and searched for one to the west of Peel, which I beg now to refer to. Obstacle.

The best practicable line examined leaves Raglan as did the preceding one passing for the first 5 miles over gently undulating country, and bearing to the north-west, runs along the south bank of Windburndale Creek, cutting off the water frontages of estates lying in that direction. Line via the West of Peel.

Easy grades and flat curves are procurable.

At mileage 150 the Windburndale or Clear Creek is crossed; the approaches are good, the stream being 70 to 80 feet in width, having a flood level of 20 feet. Clear Creek.

With a slight cutting through a saddle Chesher's Creek is reached in 2 miles; the crossing here is also good, and the stream the same size as the Windburndale; the line then rises to the head of the Turon Ranges, as seen in the section; that is to say, 550 feet in 5½ miles to the Sugar-loaf Gap. From this point for a distance of 2½ miles the greatest obstacles on the whole length present themselves; the ground rises and falls in spurs and deep gullies in such a manner as to necessitate retaining walls, but of no great length and deep but short cuttings; the rise is 390 feet in 2½ miles, but the saddle at the lower end is wide enough to hold a 15 or 20 feet bank. Chesher's Creek.

It is objected that the above line will not meet the convenience of a certain section of the community, but I beg to point out that at 149 mileage the road from Peel to Duramana is crossed at a distance of 2 miles from Peel, while a small station there, and on Chesher's Creek, would meet the limited wants of the immediate settlers and farmers. Objections of the settlers in the immediate neighbourhood.

Good ballast and freestone is procurable. Ballast.

From 10 to 12 miles of purchased and granted land is passed through, varying in value from £5 to £12 an acre. Land.

The highest point on the Turon Range being reached, viz., Dodd's Road saddle, 3,000 feet; the country falls gently for 3¼ miles, admitting of light and easy works. On some portion of this length a station would be required for the inhabitants of Wattle Flat, a community numbering about 1,000 people, consisting of small farmers, tradespeople, and diggers. Highest point on the Turon Range to be crossed.

The next 6¼ miles is occupied in descending to the Turon River, a fall of 760 feet over ground not deeply scored by fissures, except at the lower end, where two valleys would require 40 to 50 feet embankments, and also a bridge over Bell's Creek, a stream liable to heavy and frequent floods, attaining a level of 20 feet above the bed of the creek. Fall to the Turon. Bell's Creek.

- Sofala.** In approaching the Turon Crossing, the line would pass within a mile of the village of Sofala, a place of no great importance, possessing a population of 400 people, chiefly subsisting on the earnings of small miners and farmers.
- Sofala and Hill End.** Near the junction of the Turon and Crudine (at which point the line must cross) the road from Hill End passes to Sofala.
This town is distant about 25 miles.
The Turon River is about 150 feet in width, and though generally dry, is subject to floods rising 30 feet from the bed.
- The Crudine.** From the junction of these two streams the course of the Crudine is followed. For the first 3 miles the ground is broken and uneven, but presents no difficulties as its general character is almost perfectly level, the stream rising only 50 feet in 4 miles; ballast is plentiful along this stream.
- Population.** Along the valley of the Crudine a population of about 100 farmers live, besides a few men employed quartz-reefing.
- Timber.** Good timber is found on the ranges adjacent, adapted for railway purposes, and in considerable quantities.
- Crudine and junction with existing survey.** 11 miles from the Turon a creek, known as the Bombundy Creek, is followed for 1 mile, and then branching up Con's Gully, joins the existing survey at Aaron's Pass at mileage 162, on the Ilford line. The ascent of Con's Gully rises 450 feet in 4 miles, and the junction with the existing survey could be effected by a short cutting, and over bridge for the Sofala Road.
- Lime-kilns.** At the request of some settlers I examined a line *via* the Lime-kilns; to go in that direction would increase the distance by 7 or 8 miles, while the country presents frequent and almost impassable obstacles to railway extension.

CHARLES E. HOGG.

No. 275.

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

Minute Paper.

Department of Public Works, Railway Branch,

Engineer-in-Chief's Office, Sydney, 12 March, 1879.

REPORT of exploration of line from Raglan towards Mudgee, enclosed also tracing.

Distance from Raglan to Mudgee	...	...	...	...	70 miles.
" Wallerawang to Raglan	...	...	...	...	35 "
" Wallerawang to Mudgee <i>via</i> Rylstone	...	...	...	...	85 "

An exploration only has been made from Raglan to a point on the line already surveyed from Wallerawang to Mudgee, near Aaron's Pass. The report of this exploration speaks favourably of the route, but unless a survey were made it would be impossible to make even an approximate estimate of the cost per mile of a railway in this direction, as it is quite possible that in riding over this route the distances may have been under-estimated, and that heavy cuttings or tunnels may be required to obtain practicable gradients when the work has been reported as easy.

From Aaron's Pass to Mudgee the route surveyed by Bocoble Mountain and Queen's Pinch, gives a very heavy section. The distance is 25 miles, and the earth-work quantities on this length are 1,653,441 cubic yards, besides three tunnels of a total length of 550 yards; this quantity of earth-work is about two-thirds of the total quantity of earth-work for the 85 miles from Wallerawang to Mudgee *via* Rylstone, or in other words, the average quantity of earth-work per mile on the 25 miles from Aaron's Pass to Mudgee is 66,000 cubic yards; and on the line from Wallerawang to Mudgee *via* Rylstone, the average is for a distance of 85 miles, 28,000 cubic yards per mile.

In the 13 miles from the summit near Bocoble to the last crossing of the Mullandry Creek, there is a fall of 1,150 feet; of this fall 1,050 feet has to be made in $9\frac{1}{2}$ miles, on which there would be 8 miles of an incline of 1 in 40, with curves of 12 and 14 chains radius. This length of section being so heavy (and most careful surveys have been made that no material improvements can be effected on this descent) that it was considered advisable when the trial surveys were being made to abandon the Cherry-tree Hill and Aaron's Pass route in favour of that *via* Capertee and Rylstone.

JOHN WHITTON.

Orange towards Forbes and Parkes *via* Molong.

No. 276.

J. Shepherd, Esq., M.P., to The Secretary for Public Works.

Sir,

13 August, 1878.

Shall be glad if you will cause the information contained in the 3rd clause of the enclosed letter to be forwarded to me as early as possible.

Yours, &c.,

JOHN SHEPHERD.

[Enclosure.]

Secretaries, Molong Railway Extension Committee, to J. Shepherd, Esq., M.P.

Sir,

Molong, 8 August, 1878.

1. In accordance with a resolution passed at a public meeting held here last night (copies of the principal resolutions of which meeting we beg to hand you herein), we have the honor, on behalf of the "Molong Railway Extension Committee," to request your support and advocacy towards the attainment of the objects mentioned in the resolutions above referred to.

2. The petition alluded to in No. 2 resolution will be forwarded as soon as possible, for the favour of presentation by you to the Legislative Assembly.

3. If you can in the meantime supply us with any information concerning the proposed extension of the railway to Parkes—as to what has been already done, and what is intended to be done, we shall be much obliged.

We remain, &c.,

H. LEATHEM,

W. A. GARDINER,

Joint Hon. Secretaries,

Molong Railway Extension Committee.

Mr. Whitton to say.—J.S., 13/8/78. Trial surveys are completed between Orange, Parkes, and Forbes, to Condobolin, 318 miles from Sydney.—J.W., 14/8/78. This survey is in progress to Wilcannia. Inform Mr. Shepherd.—J.S., 18/8/78.

No. 277.

The Under Secretary for Public Works to J. Shepherd, Esq., M.P.

Sir,

Department of Public Works, Sydney, 30 August, 1878.

Referring to the communication forwarded by you respecting railway extension towards Parkes, I am directed to inform you that trial surveys are completed between Orange, Parkes, and Forbes to Condobolin, 318 miles from Sydney, and the survey is in progress to Wilcannia.

I have, &c.,

JOHN RAE.

No. 278.

J. Shepherd, Esq., M.P., to The Secretary for Public Works.

Sir,

Sydney, 14 August, 1878.

Adverting to my interview with you on the 13th instant, concerning the proposed line of railway from Orange to Parkes, I now beg to enclose an application from the Molong Railway Extension Committee, asking that you will cause a trial survey to be made *via* Molong.

I am sure you will agree with me that the requisition contains sufficient reasons for such trial survey to be made without delay. I therefore venture to solicit your very early attention in the matter.

I remain, &c.,

JOHN SHEPHERD.

Mr. Whitton for report.—J.S., 15/8/78. The Engineer-in-Chief for Railways.—J.R., B.C., 16 August, 1878.

[Enclosure.]

Secretaries, Molong Railway Extension Committee, to The Secretary for Public Works.

Sir,

Molong, 12 August, 1878.

Through the courtesy of John Shepherd, Esq., M.P., we have the honor to hand you herewith copy of a resolution carried at a large public meeting held here on the 7th instant, and in accordance with the tenor of such resolution, we also have the honor to request that you will be pleased to cause a trial survey for the extension of the railway to Parkes to be made *via* Molong.

2. We wish it to be understood that we base our principal claim to railway communication with the metropolis on the fact that this township is the centre of a large and thickly populated agricultural district, also that the selectors throughout this neighbourhood are as desirous of obtaining the boon of carriage by rail as are the residents of the town. We also desire to express our conviction that a *bona fide* trial survey from Orange to Molong and thence to Parkes will be found as short, as easy for the purpose of railway construction, and probably less expensive than either of the routes defined by the trial surveys already made or now being proceeded with *via* Boree or any other route, and will, unlike the latter, have the all-important advantage, as above stated, of passing through a large and thickly settled tract of unrivalled agricultural land.

We have, &c.,

WM. A. GARDINER,

H. V. LEATHAM,

Joint Hon. Secretaries,

Molong Railway Extension Committee.

Copy of resolution carried at a public meeting held at Molong, on 7th August, 1878. THAT, in the opinion of this meeting, the great and increasing importance of the town and district of Molong, as evidenced by its numerous population, the fertility and productiveness of its soil as a wheat-growing district, and by its large yearly contributions to the revenue of the Colony, entitles this town, as the centre of such district, to railway communication with the metropolis.

No. 279.

J. Shepherd, Esq., M.P., to The Secretary for Public Works.

Sir,

Sydney, 21 August, 1878.

I have the honor to forward you herewith a petition, praying for railway communication for Molong with the metropolis, and with that view for a trial survey of the extension of the Western Railway to Parkes *via* Molong. The petition has been signed by 452 of the inhabitants of Molong, but owing to the short time taken in obtaining signatures they are only those who reside in and about the town; but I have been informed, should there be any necessity to supplement the signatures, the whole of the inhabitants of this large and populous district could be obtained.

I observe that the route now suggested was the one strongly urged by Sir John Robertson at the time the vexed question of the Ironbarks line was before Parliament, and he is reported in the *Sydney Morning Herald* to have said that a line *via* Molong to Parkes and to the Darling would have to be the route carried out in the early future; and amongst other Members advocating the same, Mr. Macintosh, speaking of his practical knowledge of the country, also argued that a line to Parkes must be by way of Molong. As the present application is merely for a trial survey, I shall content myself with asking your particular attention.

attention to the important statistics set forth in the petition, which I venture to assert would induce you to grant the same, even if the proposed routes had opponents, and there were great natural difficulties against the construction of a line in the course suggested; but, however, it is urged by the petitioners that no such difficulties exist.

I remain, &c.,

JOHN SHEPHERD.

[Enclosure.]

Petition to the Honorable the Minister for Works, Sydney.

The Petition of the undersigned 452 inhabitants of the town and environs of Molong,—
Humbly sheweth:—

1. That the position of the town of Molong is in the natural and best route for a railway from Orange to Parkes.
2. That on the route from Orange to Parkes *via* Boree there is not one township until Parkes itself is reached (a distance of 90 miles), and no reserve for such purpose except at Meranburn, the point where the line *via* Molong would connect with the trial surveys already made or now being proceeded with.
3. That the soil and climate of the district of Molong are unsurpassed for the production of cereals. The area now under wheat alone is expected to yield 200,000 bushels of grain.
4. That the pastoral interests are also largely represented, and that a railway station at Molong might be credited yearly with from 7,000 to 10,000 hales of wool for the Sydney market.
5. That direct railway communication with Sydney would increase the traffic more than twofold on the above estimates.
6. That in partly developed resources this district possesses copper, coal-shale, the finest stone for street paving, lime, &c., and that carriage by rail is only necessary to fully develop these valuable natural resources.
7. That the policy of several of the Australian Colonies clearly points to the wisdom of opening up the lands by means of railways.
8. That there is no doubt the revenue which would be derived from a railway from Orange to Parkes *via* Molong would yield a high rate of interest on the money expended in its construction.
9. That your petitioners are convinced, from an intimate knowledge of the country, that a *bond fide* trial survey for the extension of the Western Railway to Parkes *via* Molong will be found as short, more free from engineering difficulties, and therefore less expensive than *via* Boree, and will in addition possess the all-important advantage of passing through a large district of free selections, instead of through a sparsely peopled track.
10. That by carrying the Parkes extension *via* Molong, the station-holders, selectors, &c., of the eastern end of the Bogan district will thereby participate in the benefits of railway communication.
11. That if this, the prayer of your petitioners, for railway communication with the metropolis, be not now granted, it is only a question of time when the country shall be put to the additional expense of a branch line to Molong.
12. Your petitioners would direct your attention to the following statistics of produce, &c., grown in the district of Molong last season, the figures being extracted from "Sands's Official Directory":—Cereals, 168,902 bushels; hay, 2,400 tons. From the same source your petitioners glean that during the past three (3) years the area of cultivated land has increased more than 85 per cent. Moreover, the conditional purchases taken up during the past year have reached a total of 61,592 acres; whilst the total amount of conditional purchases in the district is 150,000 acres. In the district there are 500,000 sheep, 14,044 cattle, 6,097 horses, &c.

Your petitioners therefore humbly pray that you will take the foregoing facts into your favourable consideration and apply such remedy in the premises as to you may seem fit.

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

[Here follow 452 signatures.]

WE beg to recommend the petition, and to urge upon the Honorable the Minister for Works the advisability of having a trial survey made as proposed.

JOHN SHEPHERD,
Member for the District.
W. COONAN,
Member for the Bogan.

Mr. Whitton to cause a trial survey to be made, with the view of ascertaining whether the allegations contained in the petition are correct.—J.S., 21/8/78. A surveyor will be sent to-morrow to carry out the Minister's instructions.—J.W., 4/9/78. Under Secretary. Inform.—J.S., 5/9/78. J. Shepherd, Esq., M.P., 9/9/78. Mr. Whitton to see.—B.C., 12/9/78.

No. 280.

The Under Secretary for Public Works to J. Shepherd, Esq., M.P.

Sir,

Department of Public Works, Sydney, 9 December, 1878.

In reply to your letter of the 21st ultimo, I am directed to inform you that a trial surveyor has been sent to examine and report on the representation made in the petition forwarded by you, on the route proposed for a railway from Orange to Parkes *via* Molong.

I have, &c.,

JOHN RAE.

No. 281.

The Commissioner for Railways to J. Shepherd, Esq., M.P.

Sir,

Department of Public Works, Railway Branch, Sydney, 13 September, 1878.

In reference to your letter of the 31st ultimo, asking that the "other reasons" alluded to in the minute paper of 20th August, why the line *via* Molong was not surveyed may be stated in full, I am directed by the Secretary for Public Works to inform you that the Engineer-in-Chief has reported as follows:—

One

One reason is the resolution of the Assembly, which does not authorize the surveys to be taken through Molong; and another, a most important one, is the lengthening of the line and the avoidance of the important districts of Boree and Toogong.

Mr. Secretary Sutherland cannot for the present say whether he will be able to visit the locality in company with the Engineer-in-Chief, but he thanks the Committee for their courtesy in proposing to escort him over the country.

I have, &c.,

CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 282.

J. Shepherd, Esq., M.P., to The Secretary for Public Works.

Sir,

Sydney, 19 September, 1878.

With reference to your letter of the 13th instant, giving the "other reasons" why the survey for the Parkes extension of the railway was not made *via* Molong, the Honorary Secretaries of the Molong Railway Extension Committee, in a letter to me, have pointed out that there are several districts near Molong, such as the Bell River, Burrawang, Yullundry, Lumlah, Obley, the head of the Bogan, &c., which are more important by reason of the greater amount of revenue they would contribute to the railway than the districts of Boree and Toogong, and which will be excluded from the benefits of railway communication if the line is carried *via* Boree; and that as regards the Toogong District, a station at Manildra (the point where the line *via* Molong would junction with the other line) would be nearer and more convenient than at Boree. As regards the alleged lengthening of the line by taking it *via* Molong, the Committee are convinced that there is no necessity for making it more than 2 miles longer at the outside than the route *via* Boree.

I believe that no apology need be offered for so often writing to you on the subject of railway communication *via* Molong, as I understand that you are impressed with the importance it is to the district.

I remain, &c.,

JOHN SHEPHERD.

Mr. Whitton to see with other papers.—J.S., 21/9/78. Engineer-in-Chief for Railways.—J.R., 23/9/78. The previous papers were forwarded to the Under Secretary on the 12th instant. A trial survey is now being made to connect Molong with the proposed line from Orange to the westward.—J.W., *pro* W.H.Q., 25/9/78. Under Secretary. Inform Mr. Shepherd.—J.R.

No. 283.

The Under Secretary for Public Works to J. Shepherd, Esq., M.P.

Sir,

Department of Public Works, Sydney, 7 October, 1878.

In reply to your letter of the 19th ultimo, having further reference to the subject of a railway trial survey of the country between Parkes and Orange, I am directed to inform you that a survey is now being made to connect Molong with the proposed line from Orange to the westward.

I have, &c.,

JOHN RAE.

No. 284.

J. Shepherd, Esq., M.P., to The Secretary for Public Works.

Re Railway, Orange to Wilcannia.

Sir,

Sydney, 3 February, 1879.

The trial survey of the line from Orange towards Parkes *via* Molong, some time since ordered by your predecessor, having been completed, and a favourable report made thereon, showing the practicability of the route, I have the honor to request that you will furnish me, on behalf of the Molong Railway Extension Committee, with a copy of the report of the Engineer-in-Chief thereon, and also a copy of the report in respect of the proposed route *via* Boree.

2. My previous correspondence will prove the desirability of the route *via* Molong instead of avoiding that town and making a circuit *via* Boree. I have been informed that three trial surveys have been made *via* Boree, but only one *via* Molong; and it being asserted by competent persons that a line of survey *via* Molong, and particularly a portion between Orange and Molong, could be considerably shortened, and taking into consideration the vital importance of the matter to a large and important district, as has been shown by the previous correspondence upon the subject, I have the honor to ask that you will cause a complete and permanent survey to be made from Orange towards Parkes *via* Molong.

I am, &c.,

JOHN SHEPHERD.

Engineer-in-Chief for Railways.—J.R., B.C., 13/2/79. See report and tracing, dated 31 March.—W.H.Q., 3/4/79.

No. 285.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Office, 4 September, 1878.

MEMO.—In accordance with your verbal instructions that a trial survey should be made from Orange *via* Molong towards Forbes and Parkes, I have arranged that Mr. Kennedy shall leave Sydney to-morrow for Molong.

The original trial line from Orange to Molong (made in connection with the Orange and Wellington survey) will be adopted, and the survey continued from some point on this line in or near Molong over the Pine Ridge and connect with the Orange and Forbes survey, near the junction of the Manildra and Mandagery Creeks.

HERBERT PALMER.

No. 286.

No. 286.

Mr. Kennedy to The Engineer-in-Chief.

Progress report.

30 September, 1878.

I ARRIVED at my present camp, near Molong, on the 9th of September. Examined country to Lord's Gap, rough-staked and levelled 7 miles, and staked out trial line for a distance of 7 miles.

This portion of work embraces the most difficult part between Molong and Manildra. A tracing of plan and section of rough-staked line forwarded under separate cover.

THOMAS KENNEDY.

No. 287.

Mr. Kennedy to The Engineer-in-Chief.

Sir,

Camp, Molong, 2 October, 1878.

I have the honor to forward herewith a tracing of rough-staked line from Molong to Lord's Gap, showing section and curves. From Lord's Gap to Manildra and Mandagory Creeks, where I expect to connect with the Orange and Parkes line, the country is favourable for gradients. I have staked out 7 miles, and as near as I can estimate there are 9 miles more to stake before I can connect with survey at Manildra. I have made remarks on tracing showing where line can be improved.

I have, &c.,

THOS. KENNEDY.

No. 288.

The Assistant Engineer for Trial Surveys to Mr. Kennedy.

11 October, 1878.

MEMO.—Under separate cover I have returned the tracing of your trial line through Molong.

I cut the tracing where you had a break in the plotting of the plan, and have roughly joined it in position, and have added more of Mr. Cowdery's original survey.

I wish you before completing the survey to try what section can be obtained in the direction I have shown by a pencil dotted line on the tracing. The through distance would be so much shortened if a favourable section can be obtained by the line passing (say) 3 to 4 miles from the town.

HERBERT PALMER.

No. 289.

The Assistant Engineer for Trial Surveys to Mr. Kennedy.

25 October, 1878.

MEMO.—By same mail I have forwarded to you a mounted tracing showing the position of the trial survey at Manildra, which your line from Molong should join.

On completing the field work of this survey you may return to Sydney and finish the plan and section.

Be careful to return the tracing I have sent to you, as it is one of a set of field plans to be used in the event of this line having to be permanently staked.

HERBERT PALMER.

Blayney to Murrumburrah.

No. 290.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Office, 13 August, 1879.

MEMO.—In accordance with your verbal instructions, I have arranged that Mr. Hogg is to leave for Blayney on Friday next to examine and report upon the country between Blayney and Carcoar and Cowra previous to starting a trial survey.

I have also instructed Mr. Walker to proceed to Blayney as soon as he has procured his camp equipment and men. He will thus be ready to start the survey as soon as Mr. Hogg has fixed the direction in which it should leave the Western Railway.

It appears from Mr. Wade's report that there are but few difficulties between Cowra and the Southern Railway, in the neighbourhood of Murrumburrah, so I presume, after passing Cowra the direction indicated in his report may be adopted.

HERBERT PALMER.

Yes.—J.W., 14/8/79.

Mr. Palmer.—H.P., 15/8/79.

No. 291.

Mr. Hotson to The Engineer-in-Chief.

Progress report.

31 August, 1879.

I HAVE the honor to report that I left Sydney for Murrumburrah on Tuesday, the 26th instant, and that I have established my first camp about 5 miles along the centre one of the three roads between Murrumburrah and Young. This road follows a ridge running nearly north for a number of miles, and appears to have been the route followed by Mr. Wade in June, 1875, and referred to in his subsequent report on the line of country between Blayney and Murrumburrah.

I purpose, on Monday, 1st September, starting a traverse at about 231 miles 15 chains on the Great Southern Railway, and from that point rising gradually to the ridge above-mentioned.

JOHN B. HOTSON.

No. 292.

Mr. Hogg to The Engineer-in-Chief.

Examination of country between Blayney and Young *via* Carcoar and Cowra.

Sir,

Railway Survey Camp *via* Blayney, 6 September, 1879.

I have the honor to report that I have examined the country between Blayney and Young with a view to a trial survey, and beg to state that my examination has been, on the whole, favourable for a line in the direction proposed by you; that is to say, from Blayney, with a westerly bend towards Carcoar, approaching that town within $1\frac{1}{2}$ miles, and thence almost direct to Cowra.

On leaving Blayney the first obstacle to be encountered is the range running east and west, and entirely "barring in" Blayney on the south. I have run a rough "level traverse" over here for 4 miles, and find that a practicable line can be procured permitting light works, and, with the exception of 1 mile of 1 in 40, which may, on further examination, be found capable of reduction, the remainder of the rise and fall, to and from the summit, will give a grade of about 1 in 70.

I would propose leaving the Western line at about 172 miles 40 chains or 50 chains from the present station.

From the head of the range referred to a good line can be got to within 2 miles of the point where the Balabula has to be crossed, that is to say, at the elbow west of Carcoar at the junction of Browne's Creek with the Balabula. This stream will require a span of about 80 feet, at an elevation of 20 feet.

These 2 miles are the only obstacles that may prove difficult between Blayney and Cowra, the line which I am about to survey having a continuous fall to the valley of the Lachlan.

I beg to point out that there is no object to be gained by keeping close to Carcoar, as the hills by which it is surrounded present no spot on which a station could be placed.

The Balabula being crossed, the line would pass through Coombing, the property of Mr. T. R. Icely, and crossing Coombing Creek half a mile from the Home Station. Thence, as will be seen by the annexed table of heights, by easy grades to a point close to the private township of Mandurima, on the creek of that name, at a point where three important roads meet.

As this township is about 5 miles from Carcoar, situated on gently sloping ground, easy of access, supplied with water by a running stream and possessed of good natural drainage, being also the central point of the farming districts of Somers, Lyndhurst, and the western settlements of the Balabula, besides being the nearest point to Carcoar adapted for a station, I would recommend the line to approach it as nearly as suitable, with the view to placing a station in that locality.

This town is not a Government reserve, but a private speculation, and I mention it purely in the interests of the surrounding district, and as being advantageous in an engineering point of view.

From this point the line will pass on to Lyndhurst, an unimportant place, crossing Grubenbun Creek, thence to Limestone Creek, close to the main road. I beg to point out that these crossings are of no great importance, as they are shallow, and 20 to 40 feet wide at the most.

Thence to either side of Burly Jacky, and taking the general direction of the main road *via* Sheet-Burly Jacky, of-bark Creek, it will fall by easy grades to the Lachlan, which can be most favourably crossed half a mile to the east of Cowra.

The present road bridge consists of 360 large span, and 400 feet timber approaches—the flood of 1870 rose 6 feet above this bridge.

I examined the country to Young, partly as I found I had time while my camp was being erected, and partly to endeavour to account for a considerable discrepancy between my "aneroid level" of the Lachlan and Mr. Wade's, who examined the country in June, 1875. For, by that gentleman's report, he starts at a level of 3,100, and mentions the inevitable fall of 2,300 feet from point to point, which I take to mean from the Western line to the Lachlan. This would give this river a level of 800 feet. My starting point from Blayney is at an elevation of 2,970 feet, my fall 1,600 feet, leaving the Lachlan to be 1,300 feet above high-water. I was consequently anxious to check my levels on the ranges near Young, the height of which are fairly established. This I did with the same result, and on my return to Blayney my aneroid read the correct height. I thought such an important fact as the diminution of a fall by 500 or 600 feet well worth considering and checking, as it quite altered the character of the proposed line. I am of opinion, having checked my barometer in both directions by those met with on the road, that my heights are as correct as so doubtful a means of measuring altitudes can admit of. I mention this, as on your detecting so considerable a divergence you might have felt some doubt as to the accuracy of my whole report.

Having arrived at Young, the country between it and Cowra having been already reported on by Mr. Wade in 1875, I examined the country near that town, with a view to bringing the line as close to it as practicable. I am of opinion that though a slightly better line may be obtained by leaving Young to the right, yet taking into consideration that a road would have to be found over the range to connect Young with the line, the excess of cost of one line over the other would not leave any considerable balance in favour of leaving Young out. A good station ground could be procured on well drained land on the east side of the town, near the "old cricket ground."

Ballast is plentiful, except between Cowra and 10 miles from Young; but I do not think there will be much timber left alive in two or three years, as every one is ringing their land.

When I have completed a rough traverse to Balabula I will inform you as to its practicability.

I anticipate this survey of 110 miles will, taking into consideration the nature of the country, occupy fully ten months.

I have, &c.,

CHARLES E. HOGG.

Mileage from Blayney.	Aneroid height.	Name of place.	Mileage from Blayney.	Aneroid height.	Name of place.
0·0	2,970	Blayney.	43·00	1,450	Lachlan River.
10·00	2,490	Valley of Balabula.	48·00	1,500	No name.
12·00	2,450	Coombing.	53·00	1,500	White House.
15·00	2,400	Mandurama.	61·00	1,560	No name.
17·00	2,410	Lyndhurst.	66·00	1,660	Mr. Pring's.
19·00	2,390	5-mile Creek.	80·00	1,830	No name.
22·00	2,250	No name.	85·00	2,230	Ranges near Young.
23·00	2,110	Limestone Creek.	88·00	1,980	Young.
24·00	2,170	No name.	110·00	Not there.	Murrumburrah.
31·00	1,780	Sheet of Bark.			

CHARLES E. HOGG,
September 6, 1879.

Mr. Palmer.—J.W., 8/9/79. H.P., 8/9/79.

No. 293.

Mr. Hogg to The Engineer-in-Chief.

Progress report.

30 September, 1879.

I BEG to point out the unusual rains and floods have, to a great extent, kept the work back on this length, but so far as it has been staked out a good working section has been obtained.

I have run a rough level traverse from Blayney to the Balabula (11 miles), near Carcoar, and have set at rest any doubts as to the possibility of a very fair line being obtained. About 7 miles of this is now finally marked out and pegged; and should the weather for the next two weeks remain fine, I will be able to shift camp and go on with the next length from Carcoar.

CHARLES E. HOGG.

No. 294.

Mr. Hotson to The Engineer-in-Chief.

Progress report.

30 September, 1879.

I HAVE the honor to report that during the present month I have surveyed and staked the line from the Great Southern Railway to a point nearly midway between Murrumburrah and Young; I have also made traverse surveys through the spurs from the range in various parts, to enable me to ascertain approximately the best route by which the summit of the ridge might be gained. The work hitherto has been confined to the east or Murrumburrah side of the range, as recommended in Mr. Wade's report. I have prepared a rough tracing from my plan, showing the first 5 miles of the staked line, and which I now beg to forward. The blue broken line shows a route partly on the west side of the range, which you may probably consider preferable if surveyed and found practicable. As my instructions were to proceed towards Young as quickly as possible, I have not yet devoted any time in the field to this alternative route. I shall, however, have it surveyed, and if necessary staked before removing from my present camping ground, in the event of your favouring me with instructions to that effect. The unusual amount of wet and stormy weather during the month has retarded the field work considerably. The plan is nearly complete so far as the field work has gone.

JOHN B. HOTSON.

Blayney to Wilcannia.

No. 295.

The Engineer-in-Chief to The Commissioner for Railways.

Trial Survey from Blayney to Wilcannia.

31 October, 1878.

THE line proposed for survey by Mr. Lynch from Blayney *via* Carcoar, Cowra, Forbes, Parkes, and Condobolin to Wilcannia, is as far as Cowra very nearly the same line as one proposed by me from near Blayney to Carcoar, Cowra, Young, and Cootamundra.

I presume on leaving Cowra, Mr. Lynch would run the line up the valley of the Lachlan, and cross Goobang Creek about midway between Forbes and Parkes, then on to Condobolin.

From my recollection of Carcoar, I think it would be a great difficulty to take a railway into it or very near to it.

Mr. Wade explored a line from Blayney to Carcoar and Cowra in June, 1875, and reported as follows:—

"I have the honor to report that I have examined the country between Blayney, on the Great Western Railway, and Murrumburrah, on the Great Southern Railway. The portion between Blayney and Carcoar presents far the greatest difficulties of the whole length; the fall from the high land on the Orange extension near Blayney to the Lachlan River at Cowra, is about 2,300 feet, and is unequally distributed.

"Before describing the course of the line I should recommend, I will endeavour to make clear the natural features of this part of the line.

"The spur that carries the Orange line from Bathurst for about 18 miles, runs up to a high mountain called the 'Brothers' forming part of the range dividing the waters of the Macquarie and the Lachlan from the 'Brothers.' Two important spurs run out in the Cowra direction; one divides Coombing Creek from the Balabula

Bellubula River, and culminates in the lofty Mount Macquarie opposite the township of Carcoar; the other spur runs nearly westerly until about 20 miles from Cowra; it falls rapidly in the direction of the Lachlan River; this last spur divides the waters of the Abercrombie River from the tributaries of the Bellubula, viz., COUNLING, MUNDURANNA, GRUBBENBUN, and LIMESTONE Creeks, which all take their rise in the spur.

"The present main road leaves Blayney on the right bank of the Bellubula, follows a ridgy country without much change of level, with the Bellubula River on the left flowing in a deep and rough gorge, until within 1 mile of Carcoar, when it drops 400 feet at once, crosses the river, then crosses COUNLING, MUNDURANNA, and GRUBBENBUN Creeks at right angles with a considerable ridge between each creek; it then goes through very broken country for some miles near Limestone Creek, and the left bank of that creek rises to a high ridge called 'Burly Jacky,' from which there is a sharp descent into 'Sheet of Bark' Creek, and then 9 or 10 miles of good country; thence Wood's Flat into Cowra. This route is bad on account of the several large creeks crossed at right angles, as the ridge between them adds very considerably to the inevitable fall of 2,300 feet from point to point, but I consider the Carcoar difficulty alone is sufficient to condemn it."

The distance from Blayney to Condobolin would be about 145 miles, whilst the line surveyed by order of Parliament from Orange to Condobolin is 126 miles. The length, however, of both routes would be about the same from Blayney, as the distance from Blayney to Orange is 20 miles, but as this length has been constructed, the Blayney and Cowra route would necessitate the construction of 20 miles of additional railway.

The route however by Carcoar is I believe impracticable, and I cannot therefore recommend that a trial survey be made.

JOHN WHITTON.

Orange to Wilcannia, *via* Parkes.

No. 296.

Mr. Wade to The Engineer-in-Chief.

Trial Surveys—Orange to Wilcannia, *via* Parkes.

Orange, 10 March, 1877.

MEMO.—The plan and section of the first 33 miles are completed, with the exception of Mr. Townsend's portion not being inked in, as he states his eyes are so weak from blight that he cannot draw at present. I have kept the section for Francis to ink in, but have had to return the plan to Townsend for completion as soon as he can do it. On the remaining portion to Parkes (about 34 miles) Mr. Hotson has 20 miles at Parkes end very forward—about three weeks will complete it, including plotting. Mr. Townsend has a length of 10 miles staked out; it requires levelling and plotting. Mr. Fitzgerald has just moved camp to complete the gap of 4 miles. The whole length ought to be completed early in April. I propose, if you approve, to send Hotson, on the completion of his length, to run a line as straight as possible from Parkes to Gunning Bland (see county map), and then to send Townsend and Fitzgerald, when available, to run lengths of about 25 miles each from Gunning Bland to beyond Condobolin, or some point north of Condobolin. I hope to get down to Condobolin after the opening of the Orange Railway, when I shall be able to report on that part of the Lachlan country, and shall endeavour to get reliable information respecting a route from the Lachlan to the Darling.

W. B. WADE.

No. 297.

Mr. Wade to The Engineer-in-Chief.

Orange, 30 March, 1877.

MEMO.—The first part of the section gives rather heavy work, especially at the crossings of creeks. As the surveyors are just closing their work to Parkes, you might perhaps wish one of them to remain and work up that portion of the line. If so, Fitzgerald had better remain, as I do not think he will get on quickly in a new part of the country.

W. B. WADE.

The Parkes line as now laid out passes Molong about 9 miles distant. Would it be possible to take this line nearer to Molong without increasing the cost of the works? The arrangement you suggest may be carried out, though I hardly think that Fitzgerald is the best man for the purpose.

J. WHITTON.

There is a possibility of improving the section of the very heavy decline to Boree Creek by following the dividing range more to the north. This will lengthen the line, but will take it nearer to Molong. I will examine the country with this view at earliest opportunity. I fear Fitzgerald is not the best man for making up details, but I think he is less likely to make mistakes where I can give him definite instructions, than in an unexplored country by himself.—W.B.W., 9/4/77.

No. 298.

Mr. Hotson to Mr. Wade.

Dear Sir,

Camp, near Parkes, 31 March, 1877.

I have removed camp to a section occupied by Draper at Miller's Look-out, nearly 5 miles west from Parkes. The plan of the Orange line was sent to Mr. Townsend finished, with the exception of the distances from Orange. The sections were also sent, completed as far as possible. I did not alter the end of Mr. Townsend's work, as the ground was more favourable as originally laid out, and there is a clear space of 11 chains between the two curves. The county map would be very useful at present if you could conveniently send it. The months' accounts and vouchers are forwarded with this. The large amount of paint I have paid for is due to the quantity required for painting all the blazed trees along line as you directed. This has been done throughout.

I remain, &c.,

JOHN B. HOTSON.

No. 299.

The Engineer-in-Chief to Mr. Wade.

Memo. to Mr. Wade,—

Office, 25 April, 1877.

A deputation has been here from Forbes, asking to have a survey made about half-way between that town and Parkes, as they consider their district far superior to that surrounding Parkes. Mr. Suttor's resolution carried in the Assembly asks for a survey from the neighbourhood of Orange down the valley of the Lachlan to Wilcannia. Will you look into this matter when you next visit that district, as I have recently been informed that far more traffic would be obtained from Forbes than from Parkes. It only appears to be a reasonable request to have the line laid out so as to give equal facilities for trade to both towns.

JOHN WHITTON.

No. 300.

Mr. Townsend to Mr. Wade.

Sir,

Gunning Bland, *via* Forbes, 1 May, 1877.

I have the honor to inform you that I have staked and marked 6 miles from Gunning Bland Gap towards Parkes, for so far as I can learn there is no water from Watkin's dam to Gunning Bland, a distance of 12 miles, and that is the nearest water Mr. Hotson can get near the line coming towards this place. The dams on this creek holding water fit for use are few and far between. Our next camp will be 12 miles from this. There is no grass, the cattle and horses are dying in numbers; we have had to burn several round our camp, and another died last night—they crawl into the water and die; so any other party coming this way had better lay in a good stock of horse-feed if they bring horses with them.

I shall be glad if I can raise my men's wages a shilling a day all round, for living is expensive here. We have long distances to walk to and from work, and it is impossible to keep horses without feeding them, so they feel that they are at a disadvantage compared with the men of other parties; besides, shearing will commence here in about six weeks, and I fear I shall find it difficult to keep men. It is raining to-day, but I fear not enough to do much good.

I have, &c.,

GEO. WM. TOWNSEND.

No. 301.

Mr. Wade to The Engineer-in-Chief.

Orange, 7 May, 1877.

MEMO.—Townsend and Hotson are now making from Parkes to Condobolin, and have been delayed by want of water; probably the late rain will help their work very much. Fitzgerald has been running a deviation at Mandagery Creek—he reports it as nearly finished. I propose to bring him back to try improvements on first portion of line that will be common to a route either by way of Parkes or Forbes. I am about to start to-morrow to make myself acquainted with the country near Forbes.

W. B. WADE.

No. 302.

The Engineer-in-Chief to The Commissioner.

Trial Survey from Orange to Forbes.

8 May, 1877.

By a resolution of the House of Assembly, a trial survey is being made from Orange towards Wilcannia. This survey is completed to the township of Parkes, but before deciding upon any route further surveys will be made in the direction of Forbes.

Instructions for this survey were given by the Engineer-in-Chief on the 25th ultimo.

J.W.

No. 303.

Mr. Wade to The Engineer-in-Chief.

Orange, 26 May, 1877.

MEMO.—In accordance with the instructions of your memorandum, No. 77/174, I have examined the country between Orange and Forbes and between Forbes and Parkes. The county map shows the most direct route to Forbes to be by way of Borimbla and Oaky Creeks, joining the Boree Creek near Toogong, but I find the fall from the Canoblas to these creeks is so rapid, and the country at their sources so mountainous, that a railway line in that direction is quite impracticable. This rough country on the south, and the Pine ridge on the north of the Forbes Road, leave no alternative but to make the descent from the dividing ridge formed by the northern spur of the Canoblas as direct as possible to Boree Creek near Mr. Smith's station at Boree Cabonne. The trial survey is completed over this portion; and although the present survey is open to improvements which are now being tried, this portion of line from Orange to Boree will be the heaviest work between Orange and Wilcannia, whatever route may eventually be adopted. The descent is 900 feet almost without a break, which necessarily involves a great length of steep gradient with heavy earthworks. From Boree towards Forbes anything approaching a direct line is completely cut off by the great extent of mountain country, consisting of the Mandagery Mountains and of Croker's Range with its extensive spurs. There are two main spurs from the latter range terminating to the north at the Dungeon Mountain and to the south at Mount Eurowe. The latter range being granite country, no practicable line can be got between the points (A and B on the tracing). The choice of routes from Boree to Forbes is therefore confined to two routes, which will approximate to the two main roads, Orange to Forbes and Orange to Parkes. The next important point to determine is how near to Forbes can a railway be made

made so as to be free from risks caused by floods. Statements made to me respecting the extent of the floods from the Lachlan are rather conflicting, but I believe there is no doubt that the flood of 1870 reached to Strickland's Lagoon, about 7 miles north of Forbes, on the road from Forbes to Parkes, and to the Gunning Lagoon, about 7 miles north of the Lachlan at the Coradgery Range. I have also heard it urged that the velocity of the flood-waters is so small that they would not endanger railway works, but it will certainly be necessary to keep the rails above flood-level, and a length of perhaps many miles of railway embankment would so derange and obstruct the ordinary discharge of flood-water that it would be very difficult to anticipate correctly the effect of such an obstruction. It is certain that reduced waterway will be succeeded by increased velocity; and as there is, in my opinion, no absolute necessity for selecting flooded country, I think it would be unwise to take a line nearer to the Lachlan than 7 miles to the north; this distance from the river will give fair accommodation to the settlers on the Lachlan, who are mostly located on the river below Forbes.

A line to the south of Mount Eurowe will, after leaving Boree Station, follow the Boree Creek Valley to Toogong, when it joins the Mandagery Creek; then down Mandagery Creek to Eugairra, or possibly some distance may be saved by crossing the creek near to Munga and going through the hilly country to the southern point of Mount Eurowe. This, however, is a matter of detail that need not be discussed at present; after turning the hills at Eugairra the line would bear north of west in order to avoid flooded country, then keep parallel to and about 7 miles distant from the Lachlan to the gap in Gunning Range, where Goobang Creek breaks through it, will then keep the right bank of Goobang Creek to the neighbourhood of Condobolin. The great objection to this route is that, after passing Toogong, the country is poor for nearly 40 miles, and that directness of route has to be sacrificed after passing Eugairra, in order to avoid flooded country.

A line to the north of the Dungeon Mountains is already surveyed for about 50 miles. After leaving Boree it crosses Mandagery and Manildra Creeks, going through all the valuable land generally known as the Molong agricultural district; then ascending Croker's Range without any difficulty or heavy work; then down the valley of the Billabong, round the north end of the Dungeon Mountain; then leaving the present surveyed line to Parkes the line will bear towards Forbes, following generally the valley of the Billabong or Goobang Creek, and skirting all the spurs that run into the plain, will join the southern route described above near the Parkes and Forbes Road. The two routes I have described are (by scale on map) about equal in length. The works after leaving Boree will be moderate on either line, but the difference in the quality of the land passed through is very great. I should certainly recommend the survey of the line last described to the north of the Dungeon Range, and shown by a full red line on the accompanying tracing, the southern route being shown by a dotted red line.

The survey at present is being taken through Parkes to Condobolin; it is nearly complete to Gunning Bland, 20 miles beyond Parkes. As the country is quite level, the two surveyors now employed on that portion ought to complete the survey to Condobolin in less than three months. The distance by this last route through Parkes will probably be about 4 or 5 miles shorter than by the line to accommodate Forbes.

I should suggest that when the present survey through Parkes is completed to Condobolin the two surveyors now employed upon it should run a line up the Goobang Creek to the gap at Corradgery Range, and that two more surveyors should start from near the Dungeon Mountain to connect with the Goobang Creek line. Probably two surveyors will be available from the Wellington survey for this work. If you approve of this arrangement, a complete plan and section of the two routes north of Dungeon Range ought to be ready for the next legislative session. I forward a tracing of the country from Orange to Condobolin, taken from the county map, scale, $\frac{1}{2}$ inch to the mile, showing the alternative routes.

W. B. WADE.

No. 304.

The Forbes District Committee to The Secretary for Public Works.

Sir,

Forbes, 12 July, 1877.

We are requested by the Forbes District Committee to draw your attention to the fact that no trial survey of line of railway from Orange to Wilcannia has been made *via* Forbes, or "within 7 miles of Forbes," as reported to have been said by you in Parliament, the nearest point of the present survey being over (20) twenty miles north of Forbes.

We respectfully and earnestly request that you will order a trial survey of the line to be made direct from Boree to Forbes, for the following reasons, *viz.* :—

- 1st. Because we believe that any railway which is intended to tap the Lachlan district and secure its traffic should come to Forbes.
 - 2nd. Because that of the four or five thousand acres of land selected weekly at the Forbes Land Office, nearly all the selections taken up by *bona fide* settlers for agricultural purposes are on the south side of the Lachlan River, and a railway passing (20) twenty miles north of Forbes would be of no benefit to them, as they could get goods carried cheaper from Blayney station than by paying trainage from Blayney to the station, 20 miles north of Forbes, and carriage from thence.
 - 3rd. The town of Forbes, being the largest, most important, and most prosperous town in the interior west of Orange, and from its being so situated as to command the trade of one of the largest and richest districts in New South Wales, its traffic and interests have a right to be taken into consideration in making any railway extension to the west from Orange.
 - 4th. In consequence of the level nature of the country a railway can be made to Forbes, and from hence westward, at a very low cost, in fact at as cheap a rate as macadamized roads.
- And lastly, we beg to draw your attention to the fact that, if a line is brought from Orange *via* Boree and Cudal and south of the Dungeon (say) *via* Munga or Eugowra to 1 mile north of Forbes, such line would in no place pass over land liable to be flooded by the waters of the Lachlan River,

We

We therefore respectfully request that you will see that the people of Forbes and the Lachlan district have justice done them in getting direct railway communication with Sydney; and having such object in view, that you will be pleased to order a trial survey to be made at as early a date as possible.

We have, &c.,

W. THOMAS, J.P., Mayor and Chairman,
JNO. BODEL, Vice-Chairman,

Forbes District Committee.

The Engineer-in-Chief.—The enclosed communication from the Mayor of Forbes states that the line now being surveyed to Wilcannia will not go within 20 miles of Forbes; there are also various other statements made, upon which I should like to have a report from Mr. Whitton, more especially as to the suggestion that a railway might be taken to Forbes without being subjected to be injured by floods.—J.H., 14/7/77.

Instructions have been given to have a trial survey made, which will accommodate both Parkes and Forbes. The proposed line will be about 5 miles south of Parkes and about 7 miles north of Forbes. If the survey be made by way of Eugowra, Parkes will be left out altogether. The Mayor of Forbes told me the inhabitants of that town would be perfectly satisfied if the railway came within 10 miles of Forbes; and Mr. Wade says that 7 miles is quite as near to Forbes as the line can be taken to keep out of the floods of the Lachlan.—J.W., 18/7/77.

No. 305.

Mr. Wade to The Engineer-in-Chief.

Orange, 31 July, 1877.

MEMO.—Messrs. Hotson and Townsend report having reached within a few miles of Condobolin, by way of Parkes, and having staked 11 miles towards Forbes. Mr. Hotson expects to move near to Condobolin this week and finish to the town, and Mr. Townsend to continue towards Forbes district. Mr. Watson starts to-day for the Billabong Creek, to run westward from the Parkes survey. Will you please give instructions for a lithograph or tracing of township of Condobolin from S.G. Office to be sent to me.

W. B. WADE.

No. 306.

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

Department of Public Works, Sydney, 22/8/1877.

I SHOULD should think it would be wise to have further explorations made in the Mandagery and Gunning Ranges before any line was absolutely decided upon. Will Mr. Whitton say what surveyors are at present engaged on these trial surveys, and where they are employed. A thorough examination of the country in proximity to the above-mentioned ranges seems to me of more urgent attention than the survey on the other side of the Gunning Gap.—J.H.

No. 307.

The Chief Clerk to Mr. Wade.

Mr. Wade,

28 August, '77.

The following copy of a Minute of the Minister for Works is forwarded for your information and report.

W. H. QUODLING.

"I should think it would be well to have further explorations made in the Mandagery and Gunning Ranges before any line was absolutely decided upon. Will Mr. Whitton say what surveyors are at present engaged on these trial surveys and where they are employed. A thorough examination of the country in proximity to the above-mentioned ranges seems to me of more urgent attention than the survey on the other side of Gunning Gap."—E.C., 22/8/77.

No. 308.

Mr. Twaddell to The Forbes Municipal Council.

Gentlemen,

Droubalgie, 9 October, 1877.

In compliance with your request that I would put myself into communication with Mr. Surveyor Fitzgerald, for the purpose of calling his attention to any more desirable route (with which I might be acquainted) than those yet projected for the intended line of railway, I beg to state that I have (with that view) passed some days with that gentleman, and have laid before him and actually traversed in his company, a route I believe hitherto unknown (at all events until now unnoticed) which appears to offer some substantial advantages over the others.

This passes through the Mandagery Mountain at the Goambine Pass, thence through the Waterhole Creek Station and a gap in the Bumbery Range, down Flagstone Creek to a point near Flanigan's selection; the line thence being nearly straight to Strickland's Lagoon (Newell's Dam) on the main road from Forbes to Parkes.

The route in question is considerably to the south of the other lines proposed; and avoiding as it does the circuitous courses of the others, saves in actual distance 16 miles at the least, and consequently the cost of construction to that extent.

I may, in conclusion, state that Mr. Surveyor Fitzgerald expressed himself very favourably as to the advantages offered by this line over the others, and I believe he will not hesitate to recommend it for adoption.

I remain, &c.,

JAS. TWADDELL.

No. 309.

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No. 309.

The Forbes Municipal Council to The Secretary for Public Works.

Re the Railway, Orange to the Darling.

Sir,

Forbes, 15 October, 1877.

In accordance with a resolution passed by the Forbes Municipal Council, at a meeting held on Tuesday, the 9th instant, I have the honor to forward herewith a copy of Mr. Twaddell's letter, together with a lithograph of the county of Ashburnham, showing by red lines the proposed route for railway *via* Bumbury, and by blue the route pointed out to Mr. Surveyor Fitzgerald by Mr. Twaddell, and to ask whether it would not be advisable to have the land reserved along the last-named route, in consequence of the said land being so good, and therefore likely to be alienated.

I have, &c.,

W. H. PERRY,

Council Clerk.

Report on the route herewith. Mr. Fitzgerald instructed to report as soon as he has selected a practicable route.

W. B. WADE,

22/10/77.

No. 310.

Mr. Wade to The Engineer-in-Chief.

Orange, 22 October, 1877.

MEMO.—During the last week I have been over the line pointed out by Mr. Twaddell. The principal feature of this route is the Flagstone Gap, which is a very remarkable depression in a difficult mountain range, and which from its favourable position promises to give a line towards Forbes 4 or 5 miles shorter than the line round the Dungeon Range. The approaches to this gap from the present line are, however, very difficult; in leaving the present survey near Dulladerry it is necessary to get off the table-land to the tributaries of the creek running down to Murga, on the Forbes Main Road and the gap, pointed out by Mr. Twaddell, gives a very bad direction at first, as the gully tends to the east of south. Mr. Fitzgerald has taken two sections down this gully, which are very bad indeed; he is now trying a gap further westward, which promises better results; it is very probable that a more suitable descent may be found still further to the west, and I have instructed him to examine all the possible descents in detail before selecting one. When the waters of this creek running down towards Murga are reached, there is a fair undulating country to Flagstone Gap, which is at a level of about 1,800 feet, the lowest ground in the creek being 1,600 feet, and the highest point crossed near Dulladerry being 2,000 feet (the Goombine Pass mentioned by Mr. Twaddell); after passing through the Flagstone Gap, the only possible route for some miles is down the Flagstone Creek, a very cramped and tortuous gully, falling a little over 100 feet a mile for 5 miles to Flanagan's selection, where the hills on each side die out, and the remaining portion of the line to Strickland's Dam is said to be smooth and level country. Mr. Fitzgerald is now engaged on the length from Dulladerry to Flagstone Gap, and Mr. Watson, whom I took over the Flagstone Creek length, has in hand the portion from his present point at Flanagan's selection to Flagstone Gap on the west side.

W. B. WADE.

NOTE.—I return the county map under separate cover with the several lines shown as correctly as I can sketch them in dotted red lines.—W.B.W.

No. 311.

Mr. Fitzgerald to Mr. Wade.

My dear Sir,

Orange, 1 November, 1877.

In accordance with your directions, and with Mr. H. Angus as guide, I explored from near Mr. John Smith's paddock westward to Waterhole Station, but did not find any line. The Mandagery Range is the obstacle, presenting in places nests of hills, through which Mr. Angus does not know of a pass. Messrs. Angus and Jones informed me that the spurs of Croker's Range, about Flagstone, running in a westerly direction, would prevent a line being obtained on the western side of that range. I therefore went through a gap in Croker's Range more northward, and beg to enclose a tracing of plan and section of the experimental line (No. 4).

I intend to continue this experimental line to my junction with Mr. Watson at Flagstone.

I am, &c.,

M. FITZGERALD.

No. 312.

Mr. Fitzgerald to Mr. Wade.

My dear Sir,

Orange, 1 November, 1877.

In reply to your letter of the 22nd ultimo, I beg to inform you that on the 1st October I proceeded with Messrs. Twaddell and Jones, and inspected the Gomambin Gaps Nos. 1 and 2, and next day westward along the rolling ground and through Flagstone Gap. In sketch I have gaps, water-courses; No. 2 has been used as a dray-track.

Subsequently I made an experimental survey of No. 1, it being the lower at its entrance. In a distance of 1 mile 18 chains there exists a fall of 250 feet, and in one part a fall of 166 feet in 55 chains. Abandoning this I continued the survey line No. 2, and found that a line could be obtained this way, but not with a good section, and with a bad direction; I was therefore induced to abandon this also.

From the rolling ground at the end of line No. 2, and through Flagstone Gap, a fair line—as far as section—exists, but the descent going easterly gives a bad direction.

I have, &c.,

M. FITZGERALD.

No. 313.

No. 313.

Mr. Wade to The Engineer-in-Chief.

Orange, 4 November, 1877.

MEMO.—I enclose a tracing received from Mr. Watson showing the difficult part of Flagstone Creek descent; it is much better than I expected, the eight crossings of creek can probably be reduced to six. Messrs. Townsend and Hotson will soon have finished their work on this line; if you intend to proceed with the survey from Condobolin to Wilcannia at once, I think these two surveyors will be found suitable for the work.

W. B. WADE.

The line from Orange to Parkes and Forbes had better be first thoroughly worked up, and then the whole party can go forward to Wilcannia.—J.W., 6/11/77.

Mr. Townsend has only some plotting to do to complete his work; shall I instruct him to go to Condobolin at once, and start the work towards Wilcannia? He will be able to report if there is a possibility of getting water. Hotson has a length of about 7 or 8 miles and plotting to complete. He can follow Townsend when ready. Watson and Fitzgerald are on closing lengths that will require some cross sections and marking up before completion. After they have done, the only portion requiring marking up is the decline from Canoblas to Borce Creek, which should be cross-sectioned throughout. Fitzgerald might do this, as I doubt if he is physically capable of undertaking such a severe work as the survey from Condobolin to Wilcannia will probably prove to be. I think it will be necessary to make some special allowances for carting water and for additional men and horses, for moving camps rapidly on the Wilcannia survey; also one of the staff will have to be put in charge of the survey, as it will be quite beyond my reach.—W. B. WADE, 29/11/77.

Mr. Townsend has been requested to report as to what his requirements will be for continuing the survey beyond Condobolin.—J.W., 1/12/77.

No. 314.

Mr. Wade to The Engineer-in-Chief.

Orange, 10 December, 1877.

MEMO.—I have just returned from visiting the surveyors on this extension, and have now settled the route for trial section. Fitzgerald, Watson, and Hotson have each got their length traversed, and have to stake and level and plot the work, amounting to about 24 miles in all; after completing the section there are two portions of alternative line to survey which can be done afterwards. Mr. Townsend starts this week for Condobolin, and is instructed to report to you for the future. The other surveyors will probably close their work some time in January, after which Fitzgerald might remain to cross-section the descent to Boree, and any other portions that you may wish a further examination made of before permanent staking.

W. B. WADE.

No. 315.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Strickland's Dam, 12 December, 1877.

I have the honor, in accordance with instructions received from Mr. Wade, to inform you that having completed my present work, I leave this for Condobolin to-morrow morning.

Regarding requirements for carrying on the survey towards Wilcannia, all I immediately require is a map of the country.

I think, with your permission, while my men are fixing camp, making pegs, &c., at Condobolin, I will ride over to Wilcannia and examine the country with regard to available water, best route, and what chance there is of doing without carrying horse feed.

I could go through and be back in three weeks. Until I do this I can say but little as to what is needed, for I do not place much reliance upon hearsay accounts.

I have, &c.,

GEO. W. TOWNSEND.

Approved on the understanding that the men shall be kept fully employed during Mr. Townsend's absence.—J.W., W.H.Q., 15/12/77.

No. 316.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, near Condobolin, 21 December, 1877.

I have the honor to acknowledge receipt of map and your sanction to my proposal as to examining the country between Condobolin and Wilcannia.

With a view to finding work for my men in my absence, I purpose running about 8 miles of the line before I leave; there will then be plenty of work for the men in staking, marking, cutting B.M.s, and painting, till my return.

I have, &c.,

GEO. W. TOWNSEND.

No. 317.

Mr. Wade to The Engineer-in-Chief.

Orange, 8 January, 1878.

MEMO.—I forward herewith summary of work done in the year on this line; the out-door work is now complete except two alternative lines. I am still awaiting plan and section of the last length of Forbes line. I conclude from your verbal communication in December that the surveyors are now out of my charge,

charge, I will therefore particularize their present engagements for your information. Townsend has gone to Condobolin with instructions to examine the state of the country, and report to you on the requirements of a survey party and the chance of obtaining water; his address is Condobolin. Hotson has, I believe, finished his plotting of main line, and is running a deviation about 12 miles long; he will probably be free next week; address Forbes. Watson will be a little longer than Hotson, he should be free the week after next; address Parkes. Fitzgerald will be a little after the others, as he is to get the paper when they finish; address Parkes Road, *via* Orange. I believe this survey has now been pretty well exhausted, and nothing that I am aware of can be done in trying new routes, but none of the surveyors employed have been of a class to fix a line definitely in detail. I should recommend a first-class man being employed on the staking out, to amend defects of detail. The only portion that I am aware of where the section might be improved is on the descent from the Canoblas to Boree. I had intended to employ Fitzgerald taking cross sections throughout this length, and plotting plan showing cross-section to 4-chain scale, and I suggest this for your consideration.

I should like to have the plans now nearly done sent to me that I may check the mileage and BMs, and be able to hand over the result of the survey in a complete form; when I have done so I can, if you wish, ride over the line with Mr. Palmer or the head of the staking-out party, and point out particulars of probable amendments.

W. B. WADE.

No. 318.

Mr. Wade to The Engineer-in-Chief.

Orange, 8 January, 1878.

Report on work from September, 1876, to December, 1877.

SURVEYORS Townsend and Fitzgerald commenced this survey in September, 1876; Hotson, who had been taking cross-sections on the Wellington line, got to work on 1st November, 1876, and Watson joined the first week of August, 1877. A through line has been surveyed and levelled from the Great Northern Railway at Orange to a point 5 miles west of Condobolin; an alternative line is surveyed and levelled (but not all plotted) from Croker's Range, 41 miles from Orange, through Flagstone Gap, passing within about 7 miles of Parkes and about 6 miles of Forbes, rejoining the line *via* Parkes at a point 115 miles from Orange; another line has been completed from a point on the Parkes line 52 miles from Orange to join the Flagstone Gap line; four considerable deviations have also been completed on the 30 miles nearest to Orange. The surveyors are now engaged in plotting a length of 30 miles on the Forbes route near Flagstone Gap, and after completing the plotting Hotson and Watson have each an alternative line of about 12 miles to run on a piece of country beyond Flagstone Gap.

I attach a statement of lengths of line run.

W. B. WADE.

Trial Surveys.—Orange to Condobolin.

Length of surveyed lines to December, 1878.

	Mls.	Chs.
From Orange <i>via</i> Parkes to end of survey, 5 miles beyond Condobolin	128	55
Alternative line <i>via</i> Flagstone Gap and Forbes Road	73	68
Line joining above two lines	12	0
Deviation at Orange Junction	0	47
Do. Mendaai Creek	5	56
Do. Boree	7	0
Do. Mandagery	3	17
Total	231	3

W.B.W.

No. 319.

The Assistant Engineer for Trial Surveys to Mr. Hotson.

Sydney, 15 January, 1878.

On the completion of the work upon which you are at present engaged, I wish you to divide with Mr. Watson the setting out and levelling of cross sections on the length already surveyed, comprising the descent from the Canobla Spurs to Boree.

It will be necessary for you to go to Orange and obtain from Mr. Wade a tracing of this portion of the plan and section of the trial survey. The cross levels should be reduced to the same datum as the existing BMs, and must be inserted on the plan so that the section may be worked up to the greatest advantage.

HERBERT PALMER.

No. 320.

The Assistant Engineer for Trial Surveys to Mr. Watson.

Sydney, 15 January, 1878.

On the completion of the work upon which you are at present engaged, I wish you to divide with Mr. Hotson the setting out and levelling of cross sections on the length already surveyed, comprising the descent from the Canobla Spurs to Boree. It will be necessary for you to go to Orange and obtain from Mr. Wade a tracing of this portion of the plan and section of the trial survey.

The cross levels should be reduced to the same datum as the existing BMs, and must be inserted on the plan, so that the section may be worked up to the greatest advantage.

HERBERT PALMER.

No. 321.

No. 321.

The Assistant Engineer for Trial Surveys to Mr. Wade.

Sydney, 15 January, 1878.

WITH reference to your memo. 78/62, explaining how the different surveyors are employed between Orange and Condobolin, it appears that Messrs. Hotson and Watson will be awaiting instructions, as soon as they send in to you the plans they are now completing. As it is the wish of the Engineer-in-Chief that I should go through these plans with you and also ride over the routes surveyed, I shall be glad if you will let me know when you can best spare time to do this and I will come to Orange.

HERBERT PALMER.

No. 322.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Condobolin, 26 January, 1878.

I have the honor to inform you that I have just returned to camp; I have no time before the mail leaves to prepare a report, so I will send it by next mail.

I enclose map with sketch of country; the red line is the one I should advise, as water can be had by sinking 6 to 15 feet at the points marked in blue circles, sufficient for construction and working purposes.

As I had great difficulty in keeping my horses, I engaged a man with two horses of his own to go with me at 6s. a day for nineteen days.

I have, &c.,

GEO. W. TOWNSEND.

No. 323.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Condobolin, 31 January, 1878.

I have the honor to inform you that I returned to camp on the 26th inst., from my exploring trip.

The requirements for carrying out the survey from Condobolin to Wilcannia will be :—

1. Means of carting water for distances seldom exceeding 10 or 12 miles for the first 100 miles of the survey; this will be needed even in the winter, for the country lightly stocked, and the surface soil from not being trodden, is too open and porous to hold water for more than a few days after rain.

2. Means for sinking shallow wells. If one of Norton's Abyssinian tube wells could be obtained it would be useful, as portions of the country that the line will pass through are suited to the use of this invention.

3. The best map that can be supplied for this survey is a tracing of the run boundaries, scale 4 miles to 1 inch, taking a strip of country across the Upper Darling and Lachlan pastoral districts, and part of the Wellington district, showing Condobolin and the Lachlan as far as Euabolong, with the names of the runs written on. Many of the run boundaries are surveyed—thus such a map is of great assistance. I know such a map is to be had, as I have seen tracings of portions of it on stations I have passed through.

No greater quantity of stores than usual need be carried, as most of the stations sell stores; the prices are high, but I do not think any saving would be effected by carrying large quantities of stores with the camp.

No horse feed need be carried, as after getting about 15 miles from Condobolin the grass, though dry, is plentiful.

There are two routes available; the one marked on the map I sent you by last mail, in green, being the most direct, is the one I followed as far as I could; the black dotted line shows my track.

Up to Weilong station the country is suitable for a line of railway, as the stock-carrying capabilities are good, and water can be stored for construction and working purposes readily; the same for about 7 miles west of Weilong, but beyond that there is impenetrable mallee scrub for about 60 miles, nearly to the Booligal and Wilcannia Road, when the country again opens. I followed a survey line west for 32 miles from a point south of Weilong, when as the horses had been eighteen hours without water I deemed it prudent to return; the last 25 miles was in dense mallee, and though there was an old cleared line I could only make slow progress; when I made Weilong again the horses had been twenty-six hours without a drink. I did not think this country worth following up, as from what I had seen of Sandy Creek, along the course of which the red line is marked, I felt sure a more practicable line could be got.

The country traversed by the green line will give a good section through undulating country.

The line marked in red along the course of Sandy or Crowl Creek is the one I propose to follow with the survey; water can be had by sinking 6 to 15 feet at any of the places marked by a blue circle, except at Sewell's, where the sinking is 50 feet.

The Sandy Creek should not be crossed by the line, as in 1870 it ran for some months and was often very wide and deep enough for a horse to swim, with a perceptible current; it also ran last March. The water is got by sinking in the sand, and is in sufficient quantity to supply a large camp, so when once this creek is reached I do not think it will be necessary to cart water for the survey. At the well marked Simpson's, 600 head of cattle were watered in twenty-four hours on the 18th of this month (Mr. Simpson's dams and tanks are failing him), but the supply not being equal to such a large constant demand, Mr. Simpson had to remove his stock, but he says for a moderate quantity it would stand well; the water is fresh and good.

Little if anything seems to be known of the exact point at which the water from this creek runs into the Darling; in many places there is no defined channel, and the course can only be followed by the line of gums.

This line will give generally a better section than the green one.

After rain I will, with your permission, go through this line, but at present it is too hazardous an undertaking. My journal will show each day's work.

Arrangements will have to be made here about carting water, as no teams can be obtained beyond this. I had an offer from one man to supply what water we needed for £4 10s. a week, and he would leave money in hand as security, but until I receive instructions on the subject I shall make no arrangements.

I have, &c.,

GEO. W. TOWNSEND.

The

The only timber of any good is pine. Good ballast can be had in the ranges. I saw some fair bricks at Burthong station, and earth similar to what they were made from is to be had over a large extent of country. Plenty of good clean sand in many of the creeks. I have seen no limestone.—G. W. T.

The map sent in with this report shows a line in red from Condobolin to Wilcannia. The survey may be continued on this line for the present, but at the earliest opportunity this line must be explored to Wilcannia.—J. W., 6/2/78.

No. 324.

The Assistant Engineer for Trial Surveys to Mr. Townsend.

8 February, 1878.

MEMO.—Enclosed is a portion of the Colony Map similar to the one sent in by you, on which you marked a red and a green line between Condobolin and Wilcannia.

These lines have been repeated on the accompanying map, and an additional line is also shown in blue.

Neither the red nor the green line have as yet been sufficiently explored to warrant the surveys being started in either direction, and for the present the Engineer-in-Chief wishes the line from Condobolin to be continued in the direction shown by the blue line, and you should, as early as practicable, explore the blue line throughout to Wilcannia.

I am now having traced a map of the whole of this district on a 4 miles to the inch scale, which shall be forwarded to you by the next mail.

HERBERT PALMER.

No. 325.

Mr. Townsend to The Engineer-in-Chief.

Camp, Condobolin, Lachlan River, 11 February, 1878.

Sir, I have the honor to inform you that, as there has been good rain, I purpose starting to-morrow to explore the line marked in blue on the map sent with your letter of the 8th inst. If you would like me to return by either of the other lines, or to try if a more direct line is practicable by getting through some gap in the range, please send instructions to Wilcannia to that effect.

One of my men I take with me; those left will be employed in shifting camp and making pegs ready for my return.

I have, &c.,

GEO. W. TOWNSEND.

No. 326.

The Assistant Engineer for Trial Surveys to Mr. Townsend.

19 February, 1878.

MEMO.—On reaching Wilcannia you may report on the route shown in blue on the map sent to you in my last letter of instructions. It will not be necessary for you to examine the other routes, unless there should be any serious objection to the blue line, and in that case you might return to Condobolin by the route shown by the green line.

Under separate cover I forward to you, addressed Wilcannia, a tracing from the maps of pastoral districts from Condobolin to Wilcannia, upon which the routes already referred to have been marked.

A telegraph office having been opened at Wilcannia, you should send a short report on your arrival there by wire, and return to your camp as quickly as possible, as your men must not remain unemployed any longer than you can help.

HERBERT PALMER.

No. 327.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Sir,

Office, 21 February, 1878.

As I have been informed by Mr. Wade that he is now prepared to go through the plans and sections of the trial surveys completed between Orange and Condobolin, I propose leaving for Orange to-morrow, and after seeing the plans to go over the lines surveyed with Mr. Wade, I shall then be able to judge how the surveyors (Messrs. Fitzgerald, Watson, and Hotson) can be most profitably employed.

HERBERT PALMER.

No. 328.

Telegram from Mr. Townsend to Engineer-in-Chief.

Wilcannia, 12 March, 1878.

HAVE been delayed by accident. Arrived to-day; leave to-night. Everything in favour of blue line.

GEO. W. TOWNSEND.

No. 329.

The Assistant Engineer for Trial Surveys to Mr. Watson.

28 March, 1878.

MEMO.—By same mail I forward a supply of plan and section paper for experimental and rough trial lines, also field and level books. The plan and section of the staked line is to be plotted in this office on the completion of the survey.

Care must therefore be taken that all books are kept in such order that there may be no difficulty in plotting the work here. Mr. Townsend has charge of the survey, and you will receive all the necessary instructions from him.

HERBERT PALMER.

No. 330.

The Assistant Engineer for Trial Surveys to Mr. Townsend.

28 March, 1878.

MEMO.—When at Orange on the 28th of February I instructed Mr. Watson to proceed to Condobolin, to assist you on the survey to Wilcannia; and as he would reach Condobolin before you returned from Wilcannia, I instructed him to take up a length (in the direction of the line as shown in blue on the plan already supplied to you) in advance of the length upon which he should find your men making preparations for your first length.

Mr. Watson is to act under your instructions while on this survey, and I shall require you to report on the back of your journal on the progress made during each month.

HERBERT PALMER.

No. 331.

The Assistant Engineer for Trial Surveys to Mr. Townsend.

28 March, 1878.

MEMO.—By same mail I forward a supply of plan and section paper for experimental and rough trial lines, also field and level books. The plan and section of the staked line I wish to have made in this office on the completion of the survey; you must therefore be careful that the books are kept in such order that there may be no difficulty in plotting the work here. The plan and section are now completed from Orange to Condobolin, and it is from this point that you will be responsible for the production of the books for the plotting of the remainder of the survey.

It will be well to plot a diagram as you proceed to a scale of 1 mile to the inch of your tangent lines.

HERBERT PALMER.

No. 332.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Mickrabel Station, 2 April, 1878.

I have the honor to inform you that I returned to camp on Saturday, 30th March.

I have followed the blue line to its junction with the green one to Wilcannia, and as I presume you have a map in the office similar to the one sent to me I shall hereafter indicate the position of any place I may have to mention by referring to its mileage from the crossing of the Melrose Road out of Condobolin along this line as shown on enclosed tracing.

The line as shown on the tracing will clear the flooded country, and will hit a convenient gap in a range at 27 miles; the same line produced will clear the outside of Booberai Creek at Billabong from the Lachlan, and will meet the blue line at about 32½ miles. There is a creek runs into the Booberai that crosses the line at about 31 miles; it is not of much importance, but might be made use of to fill a good tank. At about 64 miles, not far from the line, is a trial shaft, in which good water was obtained at 75 feet; at about 74 miles, about 4 miles north of the line, is a good well 180 feet deep, giving a large supply of good water.

At 88 miles, about 5 miles north of line, is another good well; at about 98 miles is Roto 6-mile well, from which they supply the house—this well is about 200 feet deep. No dependence can be placed on the Willandra Creek for a supply of water, as the bye-waste of the first dam on the creek is above the level of any ordinary flood in the Lachlan River, and the Willandra is only supplied by flood-water from the Lachlan; at 105 miles the line will pass close to an old well of good water, and at 110 miles another well now in use; at 115 miles Mr. Bevan is sinking a well; so that it is clear that we shall have to depend entirely on wells both for construction and working the line through this part of the country.

Next through Tuda and Canoble Stations the supply both from tanks and wells is plentiful, but towards 140 miles the well water begins to get brackish, but I do not think sufficiently as to cause any injurious incrustation in boilers. Horses and cattle do well on it, and sheep live on it, but it is said to cause an inferior growth of wool. At about 159 miles, close to the line, is a well giving a large supply of water, but it is salt; Mr. Barton, of Cudjoolaga, was getting it bailed out to give it a trial for stock when I was there, as it had been out of use for some years. I hardly think it would do for steam purposes, and from this out I think we shall have to depend on surface supply, as this can only be obtained in the cane-grass flats. I would suggest that reserves be made in all suitable places along the line as soon as their positions are determined, for they are being secured by selections and improvement purchase rapidly.

Up to 207 miles, where there is a tank, known as "Hays's 20-mile tank," the survey can be carried on by making occasional long walks without carting water from there to 250 miles, where there is a swamp—it can only be done in wet weather, unless by carting water. At 257 miles, about a mile S.W. of the line, is a good well in the Tullywalka Creek; but a number of wells are said to have been sunk before the good water was obtained. From 210 miles to 256 miles the country is undulating with occasional heavy sand-hills, but I do not think more can be made of it by turning about to avoid any of the hills than by a straight line. The scrub is very heavy here, with a few patches of open country. From 256 miles across the low ground, through which the various channels of the Tullywalka Creek run, to 261 miles great care will have to be taken to obtain highest flood-level, for heavy floods from the Darling come this way, and the line must cross it. From 261 miles to the river the line will pass over good high firm ground, as shown on tracing A, by keeping a little north of the green line; this will give a good site for a station, and afford a sound bank on either side of the river for a high-level bridge, in case of needing to take the line across in event of carrying the extension north-westwards.

Excepting from 210 to 256 miles the country is level—large plains from 90 to 140 miles, the rest scrubby, with some belts of very heavy scrub.

Materials.

Timber.

The only timber available for construction purposes is the river red gum on the Lachlan, and the pine in the back country.

Ballast.

Fair ballast can be had at 28 miles, 50 to 60 miles, and about 110 miles; beyond that all the hills are, so far as I have seen, sandstone and conglomerate.

An

An unlimited supply of good clean sand is to be had from 234 to 240 miles, and I think it will be well to remove a considerable quantity from the course of the line, and to take any means available to prevent sand drifts, which, when the scrub comes to be cleared, will be serious. I do not think there is any great depth of the sand. Sand.

Some fair bricks are made at Wilcannia, and I saw some at Roto, near 96 miles. Bricks.

Building-stone I think can be had from the low sand-hills on both sides of the line, though at some distance from it—apparently the best at Mt. Manara, about 15 miles from 195 miles. Building-stone.

I saw no limestone, but there is said to be some chalky crust near Mt. Manara. I rather think it is gypsum, as I saw large quantities of that mineral in about the position, and occurring in the same manner as the limestone was said to be. Limestone.

It is impossible to say what opening will be needed at the Tallywalka until a survey is made, but I do not think less than a mile would be safe. At the creek, at 81 miles, I think two, at most three, 12-foot culverts will be enough. Bridges.

Excepting the two foregoing there is no watercourse that can be detected, except in heavy continued rain, such as had not fallen during my trip; but there are sure, in such a country as this, to be many flats down which large quantities of water will run in heavy rain, and for which openings will have to be provided.

No horse feed need be carried by survey parties on this line, but as the horses often have to be put in unfenced country, or in paddocks so large as to be as bad as unfenced, I would suggest that each party have a blackfellow to look after the horses. I have one to whom I pay 10s. a week, and his food costs 10s. a week more. Horse feed.

General stores are sometimes not to be had, though most of the stations would as a favour let a survey party have flour, &c., even if they were unable to supply travellers generally. Stores.

I require a supply of drawing paper, tracing paper, field and level books. I wrote for these over three months ago, and have as yet received no reply. Mr. Watson has gone down the river to about 40 miles; I gave him the last tracing paper I had to make a tracing of the 4 miles to the river map, or I would have sent a better one herewith. I am sorry to have been so long over this trip, but I met with an accident by my horse putting his foot into a hole and falling heavily; I was obliged to give him a spell, and when he could travel I could not push on as I otherwise would have done. Drawing paper, &c.

I have, &c.,

GEO. WM. TOWNSEND.

P.S.—There was some talk in Wilcannia of land going to be sold on the south side of the river. The sand-hill shown in tracing is the only available site for a station, so if a sale is contemplated that portion should be reserved.—G.W.T.

No. 333.

Mr. Townsend to The Assistant Engineer for Trial Surveys.

Sir,

Camp, Mickrabel Hotel, near Condobolin, Lachlan River, 16 April, 1878.

I have only just received your two letters of 28th March, with books and paper. They have been lying at the post office, Condobolin, although I was having letters sent on to Mickrabel. I will forward to Mr. Watson such books, &c., as are intended for him; he is now about 30 miles ahead of me. I gave him all needful information as to the locality in which he would camp, and as to keeping the line outside of Booberai Creek, a billabong from the Lachlan. He made a tracing of the 4-mile plan that I received at Wilcannia, putting on it all the information I had been able to obtain regarding camping places, &c. I will see him shortly, and arrange that his books are kept on a system that will give no trouble to strangers plotting from them.

I have, &c.,

GEO. WM. TOWNSEND.

No. 334.

Mr. Wade to The Engineer-in-Chief.

Trial Surveys.—Orange to Wilcannia, *via* the Valley of the Lachlan.

Orange, 19 April, 1878.

MEMO.—The trial survey is now completed from Orange to a point 5 miles beyond Condobolin, with the exception of some cross sections required for improving the heaviest portions of the line before it is permanently staked. I now forward the plans and sections of this length, accompanied by a diagram plan, on a scale of 1 mile to the inch, showing all the work done on one sheet. The line leaves the Great Western Railway at 191 miles 55 chains new mileage (191 miles 11 chains old), the formation level at that point being 2,885 feet above datum (new datum). The section is taken on a curve 20 chains radius, leading to the Orange Station. A junction towards Bathurst on a curve of 20 chains radius gives an equally good section. As Orange is situated on Macquarie waters, it is necessary to keep as high ground as practicable until crossing the watershed into Lachlan waters. After leaving the Great Western Railway the line passes close to Mackay's farm, skirts the racecourse, heads the Plowman's Creek and Brokenshaft Creek, attains its summit level of 2,975 feet at 195 miles, crosses Meadow Creek and Fuller's Creek (the heads of Molong Creek) with heavy embankments at each place, and crosses the watershed (a large spur from the Canoblas) at German's Hill, the height being 2,890 feet, and the distance 198½ miles. The line keeps the high ridge for a short distance, and then encounters the steep descent to Boree Creek, which is a Lachlan tributary. The works and gradient on this descent are heavy, and are, I fear, capable of but little improvement. The crossing of the watershed at 198½ miles, and the narrow valley of Boree Creek at 208 miles may be regarded as fixed points through which any line to the Lachlan must pass, and the most that can be done to ease the descent will be to work it up from cross sections, and, if possible, lengthen it a little. After commencing the descent the line follows generally the spur that carries the main road to Forbes, until near Keenan's Bridge, where the spur becomes so steep in the proper direction that it is necessary to bend northwards as far as Cheeseman's Creek in order to keep the gradient to Boree Creek. Cheeseman's Creek is the nearest point of the line to Molong, 8½ miles distant. The Boree Creek valley is reached at a level of 1,775 feet, and the line keeps the valley to 213 miles, at a level of 1,583 feet. From there it traverses a favourable undulating

undulating country to Mandagery Creek, which is crossed at a level of 1,427 feet, then through level country to Manildra Creek; distance 227 miles, and level 1,480 feet. The line soon begins the ascent of Croker's Range, the summit of which is 2,055 feet at 234 miles, but the ascent is easy. At the summit of Croker's Range the lines *via* Parkes and *via* Forbes diverge. The line *via* Parkes at once descends into the valley of the Billabong Creek, follows this valley round the north end of the Dungeon Mountain, making very bad direction at this part. There is, however, an alternative line which is 2 miles shorter but involves a tunnel 773 yards long and heavy earthworks. The line then keeps the Billabong Valley to the township of Parkes, through good and level country. The station site at Parkes is at a level of 1,039 feet at 256 miles on plan, and distant from Forbes 22 miles. After passing Parkes the line goes as direct as the country permits to Gunning Bland, crossing the Gunning Range at the same gap as the creek crosses. From Gunning Bland to Condobolin the line goes direct through level country at the back of the Burrawang Run.

The line *via* Forbes, after leaving the main line at Croker's Range, follows a gully leading into the valley of Reedy Creek, a creek that joins the Mandagery Creek at Murga, on the Forbes Road. The direction here is bad, but this part of the line was closely examined, and this descent was selected after surveying three others of similar character, but all having a trend towards the east. The line descends to a level of 1,614 feet, then rises slightly to Flagstone Gap, at a level of 1,696 feet; distance, 240½ miles. This gap is a very remarkable and easy pass through a very difficult range. After passing through it the line keeps the narrow and cramped valley of Flagstone Creek (crossing the creek six times), until it reaches more open country at 247½ miles, at a level of 1,150 feet; at 252 miles it passes within 7 miles of Parkes, giving a fair site for a station; the line then bears south-west to the Parkes and Forbes Road. The question occurs here, how near to Forbes should the line be taken. The town of Forbes is an island in times of heavy flood, and from the best information I could obtain the flood extends at least 5 to 6 miles north of the river. The next fixed point through which a line must pass is the gap in the Gunning Range through which the Billabong Creek runs; therefore, in order to keep clear of flooded country, and at the same time keep near to Forbes, the line has been run nearly due east from the gap in Gunning Range until it intersects the line running south-west from Flagstone Creek; the line therefore makes a bend to the westward at 262½ miles, at which point there is a good site for a station, about 5½ miles due north of Forbes; the line then keeps to the north bank of the Billabong or, as it is here called, the Goobang Creek, until it rejoins the line *via* Parkes at 307½ miles, 8 miles from Condobolin. The portion from Gunning Range to Condobolin is all level country, but exposed in one or two places to runs of flood-water from the Lachlan, which are said to extend inland 20 or 30 miles. The distances and earthworks of the lines *via* Parkes and *via* Forbes are—

	Earthwork cuttings.	Side cutting.	Distance.	1-40 grade.
			m. ch.	m. ch.
Line <i>via</i> Forbes.....	1,404,469	641,787	130 59-50	14 39½
Line <i>via</i> Parkes.....	1,453,893	489,092	128 36-90	14 50

NOTE.—Forming is put at 40 yards per chain.

The large amount of side-cutting in the above return is due to the great length of level country on the last 70 miles of the lines, over which it is probable the cheapest and safest mode of construction will be by low embankments with continuous side-cutting pits to form water channels. On the Forbes line the ground is rather more exposed to floods than on the Parkes line, which has made it necessary to keep the embankments higher. It will be seen from the above table that as regards distance and cost there is very little difference in the merits of the two routes—what little advantage exists being in favour of the route *via* Parkes, but as a means of accommodating population and existing interests the route *via* Forbes has very considerable advantages. Forbes is beyond question the most improving and flourishing township on the river, and there is a very large amount of alienated land on the river itself, especially on the south bank. The line *via* Parkes is 22 miles distant from Forbes at its nearest point, and is over 20 miles from the river until near Condobolin, while the line *via* Forbes is within easy distance of both the townships of Parkes and Forbes, and is within easy reach of the river all the way to Condobolin.

Description of country on route.

The country traversed by this proposed railway is good throughout. After leaving Orange, the whole country for 7 or 8 miles is closely settled and cultivated. On the descent to Boree there is not so much settlement at present, but the soil is excellent. Boree valley is to a great extent in the hands of one pastoral proprietor, but the soil is very good, and there are selections wherever land could be obtained. At Boree there will be a favourable site for a station to accommodate the rising settlements of Cudal and Toogong to the south, and the Molong neighbourhood to the north, all of which is closely settled. From Boree to Mandagery the country is being rapidly fenced and cultivated, and about Mandagery and Manildra Creeks a large population is settled; in fact, the portion of line from the bottom of the incline at 213 miles to beyond Manildra Creek at 225 miles is the centre of the fertile and closely settled district of Molong; there is a short length of poor country about Croker's Range, and then the country on either route is good agricultural land to the Gunning Range, where it merges into the great squatting runs on the Lachlan, which will no doubt support a large population in the future, especially near the river.

Materials. Ballast.

The whole country from Orange to Condobolin abounds with basaltic reefs of excellent quality for ballast; even out on the Lachlan plains there are isolated hills at short intervals which contain first-class stone for ballasting.

Timber.

There is very little timber of good quality for 20 miles west of Orange; between Boree and Croker's Range there is a good deal of fair box timber which will be available for fencing, and, to some extent, for sleepers. In the neighbourhood of Croker's Range there is a large forest of the stunted ironbark timber often found on the borders of the river plains; this will give a large supply of both sleepers and fencing, but very little is large enough for bridge timber. On the Lachlan large gums of good quality are abundant.

Bricks.

There is rarely any difficulty in making good bricks in basaltic or gold-bearing countries such as this line passes through. I have no doubt that good bricks can be made in most parts of the line.

Building-stone.

The only stone available for building purposes that I have observed is the very hard stone at Flagstone Creek, which will make excellent rubble work for bridge-piers, &c.

There

There should be a good supply at Boree Creek, 18 miles from Orange, by sinking; at Mandagery, 28 miles from Orange; in Dulladery Creek, 39 miles from Orange, by dams, and perhaps by sinking; in Flagstone Creek by dams; and on the Goobang or Gunning Bland Creek out on the plains by dams; at Condobolin the river is near. Water supply.

I have been unable to obtain any really reliable information as to actual flood-marks out on the plains. I forward a section showing formation levels of both lines and a flood-mark connecting ascertained flood heights taken at three points *in the river*, viz., Forbes, Coradgery, and Condobolin. It will be seen from this that the floods come very close to formation level at two points at least. Perhaps during the permanent staking more information will be obtained. There will I believe be no difficulty in keeping the formation level above floods, but there is no doubt that on the line *via* Forbes large provision must be made for water in flood-time. The extent of line staked and levelled is Orange to Condobolin.

	M.	C.
Part E <i>via</i> Parkes	128	36.90
F to H <i>via</i> Forbes	76	9.50
Deviation J to K	3	63.30
" L to M	9	60.30
" N to O	8	50.85
" P to Q	10	65.70
" R to S	6	48.25
Deviations incorporated on part 1 of main line in place of abandoned work about	18	25.00
	263	49.80

As a check on the levelling, Mr. Watson starting at the Dungeon Mountain met Messrs. Townsend and Hotson working from Orange to Condobolin and back to Flagstone Creek with a difference of 3.40 feet, and met Mr. Fitzgerald working from Orange with a difference of 2.24, but if Mr. Watson had adopted Mr. Fitzgerald's levels and carried them through to meet Mr. Hotson the difference would only have been 1.40 feet.

The deviation J to K is an alternative line on the Parkes route 2 miles 22.60 chains shorter than the line round Dungeon Mountain, but involving a tunnel and heavy earthwork. Deviations L to M and R to S are attempts to get from Croker's Range to Flagstone Creek, but are each worse than the main line. The R to S is a little shorter. Deviation P to Q is longer than the main line, and with little improvement on sections.

Deviation N to O is 8.50 chains longer than the main line, but it reduces the earthworks by 26.974 c.y. cuttings and 44.515 c.y. side cuttings. This deviation can probably be worked up with some alteration when the line is permanently staked.

W. B. WADE.

APPENDIX.

List of plans and sections forwarded.

1 No. 1 plan, main line. A 191m. 55ch. to B 227m. 78.10ch.	1 No. 2 section, Parkes line. B 227m. 78.10ch. to C 256m. 79ch.
1 No. 2 plan, Parkes line. B 227m. 78.10ch. to C 256m. 79ch.	1 No. 3 section, Parkes line. C 256m. 79ch. to D 297m. 43.30ch.
1 No. 3 plan, Parkes line. C 256m. 79ch. to D 297m. 43.30ch.	1 No. 4 section, Parkes line. D 297m. 43.30ch. to E 320m. 11.90ch.
1 No. 4 plan, Parkes line. D 297m. 43.30ch. to E 320m. 11.90ch.	1 No. 5 section, Forbes line. F 233m. 59.40ch. to G 259m. 24.80ch.
1 No. 5 plan, Forbes line. F 223m. 59.40ch. to G 259m. 24.80ch.	1 No. 6 section, Forbes line. G 259m. 24.80ch. to H 307m. 46.30ch.
1 No. 6 plan, Forbes line. G 259m. 24.80ch. to H 307m. 46.30ch. on Parkes line.	1 No. 7 section, Parkes line (plan on sheet 2). J 238m. 69.80ch. to K 244m. 54.35ch.
1 No. 8 plan, deviation Parkes line to Forbes line. L 244m. 79.70ch. to M 248m. 20.60ch. Forbes line.	1 No. 8 deviation, Parkes line to Forbes line (section). L 244m. 79.70ch. to M 248m. 20.60ch.
1 No. 9 plan, deviation (section on same sheet). N 248m. 27.65ch. to O 256m. 70ch. Forbes line.	1 No. 10 deviation, Forbes line (section). P 246m. 74.30ch. to Q 258m. 17.35ch.
1 No. 10 plan, deviation. P 246m. 74.30ch. to A 258m. 17.35ch. Forbes line.	1 No. 11 deviation, Parkes line to Forbes line (section). R 235m. 55ch. to S 242m. 50ch.
1 No. 11 plan, deviation Parkes line to Forbes line. R 235m. 55ch. to S 242m. 50ch.	1 Section showing flood-levels.
1 Diagram plan, 1 mile to 1 inch.	1 Section No. 1, main line, taken on red lines on plan abandoned.
1 No. 1 section, main line (on blue lines). A 191m. 55ch. to B 227m. 78.10ch.	—
	23 sheets.
	—

Books.

- 13 levelling books, with pages marked in red on the outside, showing levels of main lines as taken over deviations on No. 1 section.
- 11 field survey books.
- 12 levelling books of experimental lines, deviations, and cross sections.

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W. B. W.
19/4/78.

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No. 335.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Kyackatoo Station, *via* Condobolin, Lachlan River, 30 April, 1878.

I have the honor herewith to enclose journal and pay-sheets for this month. It is only necessary to state here, in addition to the information given in my journal, that the country passed through is dry and free from floods. I will run a line of levels to the river to ascertain flood-level at about 28 miles. There are several small hills along the line from which ballast may be obtained.

I think it will be well when I overtake Mr. Watson that we should work together.

I have, &c.,

GEO. WM. TOWNSEND.

No. 336.

Mr. Townsend to The Chief Clerk.

Sir,

Camp, Kyackatoo Station, *via* Condobolin, Lachlan River, 7 May, 1878.

I was not aware that Good Friday was not paid for, or I should have expressly stated that I forgot all about the day and we were all at work. I, with Frank Styles holding the staff, was check-levelling; Tom Brady, Pat Sogrul, and John Mackie were marking and painting, &c. If you refer again to my journal I think you will find this stated, with the exception of any mention being made of a man being with me while check-levelling, or of the men's names painting.

Jimmy is at work every day, Sunday not excepted, looking after the horses, as there are several wild horses about, and if these once get with mine the loss of time it would cause would be serious. The paddocks here are large and not very securely fenced; the one I am in now contains about 60 square miles, and I could gallop a horse through any part of the north boundary fence; so you see it is a matter of necessity to keep the blackfellow constantly on the look-out.

As I thus account for all hands being employed, I return the pay-sheet unaltered. I see I omitted to put the rate of Jimmy's pay, 3s. 4d. per day; I have inserted it.

I am sorry to have given you the trouble of returning the voucher. I seldom keep holidays in camp; we have quite enough lost time in other ways, and lately my men have had so much idle time on account of my being away exploring that they won't think of any holidays until Christmas.

I have, &c.,

GEO. W. TOWNSEND.

No. 337.

The Assistant Engineer for Trial Surveys to Mr. Fitzgerald.

8 May, 1878.

MEMO.—I wish you to report what tracings you obtained from Mr. Wade, the length of line you have already cross levelled, and the length of line still requiring to be cross levelled.

HERBERT PALMER.

No. 338.

The Assistant Engineer for Trial Surveys to Mr. Townsend.

16 May, 1878.

MEMO.—There will be no objection to your joining your party with that of Mr. Watson, as suggested in the letter accompanying your returns for last month, if you consider that such an arrangement will enable you to make better provision for carrying out the survey.

HERBERT PALMER.

No. 339.

The Assistant Engineer for Trial Surveys to Mr. Townsend.

1 June, 1878.

MEMO.—In the event of the plan of the trial survey upon which you are now engaged being required for Parliament, I wish you to obtain all the necessary information for compiling a book of reference for the length between Condobolin and Wilcannia, and I forward sheets herewith. Be good enough to instruct Mr. Watson to do the same on this length.

HERBERT PALMER.

No. 340.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Booberai Creek, *via* Condobolin, 1 June, 1878.

I have the honor herewith to send journal and vouchers for May.

I have, I think, about 7 miles to close with Mr. Watson's work, when there will be complete about 60 miles from Condobolin up to the end of Mr. Watson's present length. I will send tracing of line as soon as I close with his work. Good ballast can be had from numerous small hills along the line, but except that and the river gum, nothing in the way of material for construction. I have obtained reliable flood-level at about 26 miles and will again at about 45 miles. Will you have the goodness to send me height of flood-level at Mr. Hatom's BM 45, 2½ miles west of Condobolin. I took it for Mr. Wade, but had not the height above datum of the BM.

Flood level.

Taking the BM 45 at 100 is 102.03.

If I have this, I can put on the section an approximate line of flood-level from Condobolin until I leave the country liable to floods.

I have, &c.,

GEO. WM. TOWNSEND.

No. 341.

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No. 341.

The Assistant Engineer for Trial Surveys to Mr. Fitzgerald.

25 June, 1878.

MEMO.—Your journals do not give sufficient information. You are now engaged in taking cross-levels over a portion of the original trial survey between Orange and Condobolin, but there is nothing in your May journal to show upon what portion you have taken cross-levels, or what there may yet remain to be done.

The back of the journal is meant for a full and explicit report on the nature of the work done during each month.

I shall now require a report stating exactly what progress you have made since you received instructions from Mr. Wade, and the amount of work yet to be done, and the time at which you expect to complete the work you have in hand.

HERBERT PALMER.

No. 342.

Mr. Townsend to The Engineer-in-Chief.

Sir, Camp, Booberai Station, Lachlan River, *via* Condobolin, 1 July, 1878.

I have the honor to forward herewith my journal and voucher for June.

I will close with Mr. Watson's work, and send rough tracing herewith, showing line up to the end of Mr. Watson's 2nd length. I have as yet received no information from Mr. Watson as to what he has done this month.

I will send tracing of section shortly.

On surveying a connection between my work and Mr. Watson's, I found the direction of my last 7 miles did not come in well with the work ahead, so I have restarted that portion. It was to avoid the chance of this occurring that I proposed, in my letter of April 30th, that Mr. Watson and I should work together, and as I have received your permission to do so, I intend from this camp to move one length ahead of Mr. Watson, and run the line while he will do the levelling.

I believe good brick earth can be had from 35 to 40 miles along the line.

Ballast of good quality can be had from numerous small hills along the line.

There is no timber except pine and the river-gum.

Materials.

I have, &c.,
GEO. WM. TOWNSEND.

No. 343.

Mr. Fitzgerald to The Engineer for Trial Surveys.

Sir, Post Office, Orange, 3 July, 1878.

I have to inform you that since I received instructions from Mr. Wade, I surveyed 24 miles 3,419 links, staked 7 miles 6,067 links, and levelled 32 miles 3,339 links, shifted camp four times, and experienced eleven days rain.

All the field-work of the new trial line, Mandagery, has been completed and partly plotted (3 miles 3,067 links), the plan and section have to be finished, and about $3\frac{1}{2}$ miles of line red (old) and new to be cross-sectioned. As I informed you on the 27th ultimo, I expect to finish on the 14th instant.

Parts of the line already cross-sectioned are not marked on the ground in accordance with tracing; distances do not agree between numbered pegs, some of which are marked on the connections of tangents as the P.T. or P.C. of curves, and apparently the section was not taken on the curves marked on the tracing.

I am, &c.,
W. FITZGERALD.

No. 344.

The Assistant Engineer for Trial Surveys to Mr. Fitzgerald.

5 July, 1878.

MEMO.—On the completion of the field-work in connection with the cross-levelling and altering of the trial survey beyond Orange, which you report will be about the 14th instant, you may break up your party and send your equipment in charge of one of your men either to Orange or Sydney.

Railway passes will be sent to you on your application for such men in your party that went with you from Sydney.

HERBERT PALMER.

No. 345.

The Assistant Engineer for Trial Surveys to Mr. Fitzgerald.

5 July, 1878.

MEMO.—In a few days I shall forward to you tracings of the through plan from Orange to Condobolin, for which a book of reference is required.

After breaking up your party in accordance with instructions contained in the accompanying memo., I wish you to ride through from Orange to Condobolin, and to enter on the reference sheets which will be sent with the tracings, the usual particulars as to the properties through which the line passes, commencing through numbers from Orange, which you will insert on the plan and book of reference as you proceed.

On completing this reference to Condobolin you may return to Sydney, to plot in this office the levels and alterations of trial line upon which you are now engaged.

HERBERT PALMER.

No. 346.

No. 346.

The Assistant Engineer for Trial Surveys to Mr. Fitzgerald.

11 July, 1878.

MEMO.—By same mail, under separate cover, I have forwarded to you rough mounted tracings, in three parts, of the plan of trial survey Orange to Condobolin, for which a reference is required. Reference sheets are also forwarded, and the county maps, showing approximately the position of the surveyed line throughout.

From these maps you will observe that from Croker's Range to Condobolin nearly the whole of the land through which the proposed line of railway passes is still unalienated; and I imagine you can get all the necessary information to reference this portion from the District Surveyor in Orange (Mr. Fisher). I do not think there will be any necessity for you to ride over any of the line beyond Croker's Range, and consequently I expect you will complete the through reference in a few days.

The Engineer-in-Chief has consented to allow you £1 per diem, instead of the ordinary equipment allowance, for the time during which you are engaged on this work.

HERBERT PALMER.

No. 347.

The Assistant Engineer for Trial Surveys to Mr. Fitzgerald.

16 July, 1878.

MEMO.—By same mail I have forwarded, under separate cover, the reference sheets you require.

HERBERT PALMER.

No. 348.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Roto Station, *via* Hilston, Lachlan River, 12 August, 1878.

I have the honor to inform you that I am thus late in sending in my journal, &c., for July, owing to the length of time it has taken to remove my camp from Booberai to its present position, a distance, by the only practicable road, of 86 miles. We only arrived to-day. The roads are very bad, and from the almost incessant rain they get no chance to dry.

I fear you will think but small progress has been made last month, but I have done my best.

My camp is now at about 90 miles along the line, and Mr. Watson's is about 75 miles. He has had some very scrubby country, so has been unable to make much progress.

I have, &c.,

GEO. WM. TOWNSEND.

No. 349.

The Engineer-in-Chief to The Commissioner for Railways.

Trial survey from Orange towards Wilcannia.

20 August, 1878.

THE survey of this line has been carried out to a point about 80 miles to the west of Condobolin, or 206 miles from Orange.

The line, as surveyed, leaves Orange in a westerly direction, and passes 10 miles to the south of Molong, 6 miles to the south of Parkes, and 6 miles to the north of Forbes; thence in a straight direction to Condobolin, keeping on an average about 5 miles to the north of the Lachlan River, to avoid flooded land.

A route was explored *via* Molong by Mr. Wade, who reported as follows:—"The most obvious connection between Molong and Parkes is by way of Manildra, meeting the proposed Orange and Parkes line near the junction of Manildra and Mandagery Creeks; but this line presents very considerable difficulties. Immediately west of Molong there is a high ridge, called the Pine Ridge, running north from Boree; the road crosses this range by a depression known as 'Lord's Gap,' and I see no other way of getting through it. The connection with the Orange and Molong line would have to be to the north of the township, as the only practicable ascent is up a valley running N.N.E. The ascent and descent of this range are each nearly 400 feet, and the distance in each case about 2 miles; the only choice of ground is, for a considerable distance, confined to a narrow gully. Without survey I could not pronounce it practicable for railway gradients. This route is also open to the grave objection that it quite excludes the Boree and Toogong country from railway communication, although after passing the Pine Ridge the country is favourable for railway construction and for agriculture."

For the above and other reasons the line *via* Molong was not surveyed.

The resolution of the Assembly authorizing this survey is as follows:—"That, in the opinion of this House, it is desirable that a trial survey of a railway line be made from a point on the Western line at or near Orange, and *via* the valley of the Lachlan, and thence to Wilcannia and Menindie, on the Darling River."

JOHN WHITTON.

No. 350.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Roto Station, *via* Hilston, 2 September, 1878.

I have the honor herewith to forward journal and voucher for August. I enclose tracing showing work done to end of August; the line with the exception of about 4 miles marked by black dots on tracing is staked to about 94 miles from Condobolin. As I am now out of the heaviest of the scrub, I shall be able to make more progress than has hitherto been done. Mr. Watson commenced to run the red line (on tracing) with bearing $269^{\circ} 18'$; of which he did about 3 miles, but as it did not agree with the evident intention of the line marked on the map supplied to me, I instructed him to abandon it, and to run the line as marked in pencil on tracing; good ballast can be had frequently along the line; the only timber useful for construction is pine.

I have, &c.,

GEO. WM. TOWNSEND.

No. 351.

105

No. 351.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Roto Station, *via* Hilston, 2 October, 1878.

I have the honor herewith to forward journal and voucher for September. I do not know when these will reach you, for the main road is like a sea for miles. The line is all high above flood here. Of materials for construction pine is the only timber except the river and Willandra Creek gum, which down here is not much good. Good ballast can be had frequently at reasonable distances from the line.

I have, &c.,

GEO. WM. TOWNSEND.

No. 352.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Trida Station, *via* Hilston, 7 November, 1878.

I have the honor to forward, under separate cover, tracing of sections from Condobolin to 38 miles 15 chains, and a portion where a low hill is crossed at from 66 to 69 miles. I would have sent the whole section, but have not tracing paper sufficient. Please send me a fresh supply of tracing paper.

I have, &c.,

GEO. WM. TOWNSEND.

No. 353.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Canoble Station, *via* Mossgiel, 2 December, 1878.

I have the honor herewith to forward journal and voucher for November. The country has been rather more open this month, but from where the line is now we shall have scrub right through to the Darling. I am informed there is good limestone near here; I shall be able to say what is the quality of the stone in my next report.

I have, &c.,

GEO. WM. TOWNSEND.

No. 354.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Kajooligah Station, *via* Ivanhoe, 1 January, 1879.

I have the honor to forward herewith my journal and voucher for December. The limestone at Moolah, about 22 miles from Trida, and about 20 from the line, is of fair quality, but until more stone has been taken out I can form no opinion as to the quantity likely to be obtainable. There is no other material on this portion of the line; the timber is worthless and there is no appearance of anything that will do for ballast.

I have, &c.,

GEO. WM. TOWNSEND.

No. 355.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Kajooligah Station, *via* Ivanhoe, 9 January, 1879.

I have the honor to forward herewith tracing of section up to 145 miles from Condobolin.

I have, &c.,

GEO. W. TOWNSEND.

No. 356.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Kajooligah, *via* Ivanhoe, 1 February, 1879.

I have the honor to forward herewith journal and pay sheets for January.

Referring to a suggestion made in my report upon this line as to making reserves for water supply, I would recommend that the following swamps be reserved from sale:—At about 140 miles along the line from Condobolin, about 1 square mile, securing a swamp known as Trida Lake, which lies partly on Canoble and partly on Trida Runs; it is about a mile south of the line. At about 150 miles 30 chains south of line, Cane Grass Swamp, on Canoble Run; at about 174 miles, about 3 miles south of line, Canally Swamp. The two last 1 square mile each. The water in wells here is too salt for steam purposes or for stock so far as yet proved. Excepting pine on a few ridges, there is no material of any kind to be had here.

I have, &c.,

GEO. WM. TOWNSEND.

No. 357.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Kajooligah Station, *via* Ivanhoe, 22 February, 1879.

I am sorry I omitted to mention that I had employed a man at the usual wages in the place of my blackfellow; I fully intended doing so, but as the arrangement was made in the middle of the month I forgot it in my letter written at the end of the month. The circumstances are as follow:—

Jemmy went for a holiday in the beginning of December to attend one of their corrobories, and I heard that he was speared, from the effects of which he died. I put a European in his place instead of another black, for the scrub is so thick that I can frequently find employment for an extra hand in the field.

The blacks won't do such work as clearing. The weather has been so hot that men are unable to do as much as when it is cooler. We have to carry a large quantity of water during the day, and have frequently to carry pegs for a long distance, as the scrub is unsuitable for peg-making, so when the extra man is not engaged with the horses I find him very useful in the field. As the country I have yet to pass through is similar to what I am in, I will, with your permission, keep the extra man on.

I have, &c.,
GEO. W. TOWNSEND.

Approved by Engineer.—W.H.Q., 26/3/79.

No. 358.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, Macfield Station, *via* Ivanhoe, 3 March, 1879.

I have the honor to forward journal and voucher. I have reason to believe that the mortar I was shown at Moolah was made from a coarse earthy sulphate of lime, and that no limestone (carbonate) exists there. What I saw was very similar in appearance to the limestone crust that is used for lime in many parts of South Australia, and for which I mistook it. I have recently seen an outcrop similar to that at Moolah, opened up until the solid bed was reached, when the true character of the stone was at once exposed. The coarse earthy portion of this stone is being burned in a kiln worked like brick earth, and moulded in blocks, containing about 1.5 cubic feet, which are dried in the sun, and are being used for building a new hotel about 82 miles from Wilcannia, on the main road between Booligal and that place, by Mr. Hardy, the proprietor. I examined some blocks that had been brought from an old partially finished building that had been abandoned owing to the site being found unsuitable. One mass, 5 feet 6 inches × 22 inches × 15 inches, had been rolled into a dray on skids, carried some distance on a rough road and just tipped out; it was slightly chipped, but fit for use. This old material has been exposed to the weather, I am told, for over three years; it seems to harden by exposure. I am informed by the contractor that the material sets readily under water, and when so set is harder than when set in the air. The mortar used in this building is made in the same way and of the same material as the blocks. It is superior to much that I have seen made from inferior limestone and used in buildings. I am having a brick of the ordinary dimensions made which I will bring down with me, meantime I send a small piece by post. There are immense beds of gypsum all over this county, the upper parts of which are generally of the coarse sandy quality that is being used by Mr. Hardy. The best for their purpose seems composed of a large proportion of sand apparently containing a good deal of iron. They can do nothing with the pure gypsum, as they are ignorant of the mode of preparing it, but if properly worked it should make good "plaster of Paris." The mortar, as they use it, has the inconvenience of very quick setting, so that no large quantity can be mixed at once.

I mention this matter, as the great distance that lime would have to be brought will make building up here very expensive.

There will be some difficulty in finding clay fit for brick-making, as all otherwise suitable earth that I have seen about here is impregnated with minute particles of gypsum. This would, I should think, act as limestone does in making the bricks fly when burned.

I have, &c.,
GEO. W. TOWNSEND.

No. 359.

The Engineer-in-Chief to The Commissioner for Railways.

Trial Surveys.—Orange towards Wilcannia, *via* Molong, Parkes, and Forbes.

31 March, 1879.

The first trial survey made from Orange towards Wilcannia was *via* Boree and Manildra, passing about 10 miles south of Molong, thence to a point 7 miles south of Parkes, to a point 6 miles north of Forbes, and thence in a direct line to Condobolin.

A trial survey has since been made, starting from a point on the line surveyed from Orange to Wellington *via* Molong, passing through the town of Molong, thence to Lord's Gap to a junction with the Orange and Forbes line at Manildra.

This deviation from the original survey lengthened the line nearly 8 miles. With a view of shortening this distance another deviation was surveyed passing about 2 miles to the south of Molong, and joining the first deviation near Lord's Gap, and a saving of 2 miles was thus accomplished.

By reference to the accompanying map it will be seen that the first surveyed line, Orange *via* Boree to Manildra, passing 10 miles south of Molong, is 30 miles; 2nd line, Orange through Molong to Manildra, is 38 miles; 3rd line, Orange to Manildra, is 36 miles, passing to the south of Molong.

The sections of these different lines in regard to earthwork quantities and general cost of construction average approximately about the same per mile, and the Molong route has a slight advantage in point of gradient.

JOHN WHITTON.

No. 360.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Macfield Station, *via* Ivanhoe, 4 April, 1879.

I have the honor to forward herewith my journal and voucher for March.

As I found, owing to the heavy scrub, that I could not get on fast enough with the clearing to keep Mr. Watson employed levelling, I started him ahead of me on a separate length at the beginning of March. I have not yet heard from him what progress he has made. After I close with his work (about

(about 9 miles) I purpose going to near Wilcannia, and working back to meet Mr. Watson. I have departed slightly from the green line marked on the map, for the sake of getting water, both now for the survey and afterwards should the line be constructed. By the route I am now taking we shall be within reach of three Government tanks, whereas by adhering to the green line we should have had to cart water for a length of about 60 miles for distances varying from 10 to 15 miles through heavy country. My present camp is 7 miles from the line, and my next will be 8, but as I have plenty of horses I drive the men out and home in preference to carting water; further on this would be impracticable owing to the loose soil and heavy scrub—the same would cause carting water to be very expensive.

On Macfield Station they are using ballah timber for fencing posts, some they have had in three years are still good; it will stand mortising for a top rail. I am bringing a sample down for your inspection.

Many wells are being sunk through here, but nearly all get salt water. Messrs. McMiekan are attempting to get through the salt to try their luck underneath in a well close to the line at 197 miles.

I have, &c.,

GEO. W. TOWNSEND.

No. 361.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, 48-mile tank, Wilcannia and Booligal Road, 29 April, 1879.

I have the honor to acknowledge having received on the 26th Mr. Palmer's memo. of 7th instant. I should have explained that the time that was lost during a portion of January and February was owing to my being unable to send Mr. Watson ahead of me after he had overtaken me with the levelling, as I purposed doing to Mr. Hays' Kieper tank, at about 207 miles, near which two tangents will meet. When I was there last year there was a good tank full of water; this had been allowed to dry up for the purpose of deepening it, and a new one has been made which has only lately had any water in it; the work of deepening the old one is still in progress. I was not aware of Mr. Hays' intention to allow his tank to dry up, or I would have made other arrangements when I had the opportunity. When I did hear of the want of water I was unable to engage a team, as we were far from any main line of traffic; owing to its being on a straight there was no intermediate point at which Mr. Watson could have taken up the work. When he overtook me I was making all the progress that was possible, but the heavy scrub (stunted ballah and blue bush) quite prevented my getting on more quickly. I tried working the two parties together, as suggested in Mr. Palmer's memo. of June 9th, and of which he now complains as a waste of time, and found the extra number of men reverse of an assistance, as there was no room for them to work, for the scrub in which we were was so thick that it was impossible to see half a chain in advance of the portion cleared, so that only so many as could find room in the face of the clearing were of any good. True, I might have had Mr. Watson's men painting and blazing, but then I could have given no employment to Mr. Watson, so I thought that work had better appear in Mr. Watson's journal than in mine.

I have striven in every way to push on the work and to keep down expense, to which end we have walked more than 10 miles out from camp, and from Macfield we went out 11 miles in one direction and 15 in the other, doing in all 19 miles of line from the one camp, which was 7 miles off the nearest point of the line; to do this I have found horses to drive the men out and home so as to save the expense of carting water, which would have fallen on the Department.

There is about 47 miles to stake and 51 to level to reach Wilcannia, that is if Mr. Watson has done what I expect he has this month (12 miles). I regret to say that at the end of last winter he reported himself as having been laid up with blight and having only staked 4 miles, but on the 6th of this month he wrote to say he had staked 8 miles. As he had not shifted, and as his camp was better situated than mine for closing with the end of my work, I instructed him to carry it on, and I removed to my present camp, leaving him about 20 miles to join with my present work, after he shifts to his next camping place. I have about 27 miles to stake and 31 to level to reach Wilcannia. I am at present working in a belt that is known as the Mallee, about 5 miles through, after that I shall not have any very heavy scrub, so I think we may reckon on being through by the end of June. The road is very heavy with sand, and it was a long and tedious job shifting.

Mr. Watson will need to have water carted at his next camp, and that is the only one at which it will be needed. He writes me that he has the choice of two teams, but has not yet told me on what terms they offer to do the work.

I trust I have shown that I have used and am using every endeavour to push forward the work as quickly as is consistent with a due regard to economy.

I have, &c.,

G. W. TOWNSEND.

No. 362.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Government 48-mile Tanks, Wilcannia and Booligal Road, 2 May, 1879.

I have the honor to forward herewith journal and voucher for April.

I have received no returns from Mr. Watson, and as it was the middle of last month before I received his account of the previous month's work, I shall not wait for them. The delay was caused by the carelessness of the coach-driver who took the letter on, which was dated April 1st.

Since writing on the 29th we had a night's rain, which will I hope give Mr. Watson water at his next camping place, so saving the necessity of carting.

While at Ivanhoe recently I saw ballah posts that had been up since 1868. Other timber had been used for posts in the same building (a store of Mr. Geo. Williamson's), all of which had to be replaced with new, the ballah only standing good. I saw the earth round one opened to the bottom of the posts, and it was perfectly sound both above and below ground. The posts were not painted or tarred, but just rough from the bush. The ballah is the common scrub timber, and is more plentiful than any other kind all over the river country. In some localities there is a difficulty in getting sound trees of sufficient size
and

and when dry it is hard to bore; but seeing the cost of procuring sleepers up here of the timber that is generally used for them, I should think a few hundred of ballah would be worth a trial. When green it bores easily, and if found suitable could be cut by a portable mill, as there are no trees large enough to need a breaking-down plant. There is fine building-stone being quarried near Wilcannia—a fine white sandstone that works beautifully, but no limestone. Their lime is being brought from Adelaide at a cost, I believe, of 11s. a bag (3-bushel). The bricks made there are soft and poor in quality. An unlimited supply of sand fit for building purposes can be had through the mallee.

All the vested interests are on the north-west side of the river at Wilcannia, and this side is low and swampy. Shall I terminate the line on the opposite side? A good site can be had on Crown Lands by going through Myers-street, past the Church reserve (see plan of township). This line would have the north-east end of the Government wharf reserve, and would need no purchase of land. If the line is terminated on this side, either a free bridge will be agitated for or the line to be carried across. The punt dues are at present excessive. I paid 6s. for myself and one man with dray with stores.

I have, &c.,
GEO. WM. TOWNSEND.

No. 363.

The Assistant Engineer for Trial Surveys to Mr. Townsend.

3 May, 1879.

MEMO.—As Mr. Watson appears to be of so little assistance in getting the trial survey through to Wilcannia, the Engineer-in-Chief has directed me to recall him to Sydney; you will therefore arrange to complete this work by yourself at as early a date as practicable.

HERBERT PALMER.

No. 364.

The Assistant Engineer for Trial Surveys to Mr. Watson.

3 May, 1879.

MEMO.—I am directed by the Engineer-in-Chief to inform you that you are to break up your party and return without delay to this office. If you have men who were engaged in Sydney and wish to return, you may bring them with you, and apply for such railway passes as you require; but men engaged in the district should be discharged there.

HERBERT PALMER.

No. 365.

The Assistant Engineer for Trial Surveys to Mr. Townsend.

22 May, 1879.

MEMO.—You may continue the survey of the trial line across the river into Wilcannia, as suggested in your memo. of the 2nd inst. Be careful to obtain a very correct section of the river crossing, and all the information you can procure as to the nature of the river bed and the probable depths of sinking that would be necessary for suitable foundations for cylinders.

HERBERT PALMER.

As soon as this trial survey is completed you may return to this office with the least possible delay to work up plan and section.

No. 366.

Mr. Townsend to The Engineer-in-Chief.

Sir, Camp, 48-mile Tank, Wilcannia and Booligal Road, 2 June, 1879.

I have the honor to forward herewith journal and voucher for May.

When making inquiries recently as to durability of different local timbers, Mr. Bagley, contractor, who erected the telegraph line from Deniliquin to Wagga, told me that of all the kinds of timber used for posts the pine has stood the best, that a very small percentage of pine posts had to be replaced after thirty years standing, while of all the other kinds of timber used a much larger average needed replacing. This statement can be easily verified by reference to the Telegraph Department records. As to the ballah timber, so far as I can learn by careful inquiry and examination of such as I have seen in use, I have no hesitation in saying that it is well worth a trial for sleepers, and the only reason for its not being in general use is that if not bored or mortised when fresh cut, it gets so hard that an augur will not touch it; while the pine works well when dry, therefore ballah is never used when pine can be had.

Fair ballast can be had along the line at from 256 to 257 miles, in considerable quantity, of a tolerably hard sandstone.

I enclose table of rainfall, which may be useful.

I have, &c.,
GEO. WM. TOWNSEND.

RAINFALL at Momba, River Darling, New South Wales, from 1873 to 1878.

Month.	1873.	1874.	1875.	1876.	1877.	1878.	Total.	Average.
January	2.75	3.15	1.52	.....	1.19	.....	8.61	1.43
February .....	.25	.06	6.34	.....	4.09	.57	11.31	1.88
March .....	.....	2.82	.....	1.05	2.11	4.93	10.91	1.81
April	1.59	2.63	1.01	.04	.79	.48	6.54	1.09
May .....	.56	1.44	.38	.97	.61	.15	4.11	.68
June .....	.36	1.19	.78	.62	2.21	.10	5.26	.87
July .....	.....	.31	1.03	.54	.89	1.72	4.49	.74
August .....	.98	.12	.46	.37	.97	.52	3.42	.57
September .....	.....	1.64	.25	.10	.88	1.85	4.72	.78
October .....	.04	.48	.17	.....	.12	3.68	4.40	.74
November50	.05	.62	2.1812	3.47	.57
December03	.08	.06	.09	.47	.18	.91	.15
	7.06	13.97	12.62	5.96	14.33	14.30	68.24	11.37

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No. 367.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, 26-mile peg, Wilcannia Road, 1 July, 1879.

I have the honor to forward herewith journal and voucher for June. I only received Mr. Palmer's memo. of June 13th two days since, and in reply inform you that I completed the survey into Wilcannia on June 21st. I am now employed upon the break left by Mr. Watson, which I shall finish this month, there being about 15 miles to stake and 20 to level. The work to be done in Sydney will be plan and sections, about 270 miles, all plain, straightforward work, with very little writing, light earth-works, and, excepting that over the Darling and its approaches, no bridges; the few small culverts needed can be determined from the sections. There was no private property crossed by the line when being surveyed, but I believe there has since been some land surveyed for auction on Roto Station.

I purpose being in Sydney by the last week in August. As I shall have over 400 miles to travel before reaching Orange, I do not think I can do it under three weeks, for the roads are very bad and my horses are poor.

I have, &c.,

GEO. WM. TOWNSEND.

All men not required to be discharged before starting on the return journey, or only returned to the places where they were engaged.—J. W., per W.H.Q.

No. 368.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Camp, 37-mile peg, Wilcannia Road, 1 August, 1879.

I have the honor to forward herewith journal and voucher for July. Owing to the wet and to there having been rather more to do than I expected, I shall not finish before the 6th instant, but I shall be in Sydney by the time I stated—last week in August. I have finished the staking except one curve, and have 8 miles to level.

I purpose bringing my cook and one man with me until I catch the train; the others I will pay off on the 6th instant.

As I can give no address for the next four weeks, my voucher had better be kept in Sydney until I arrive, and I will bring receipts for all payments made to the men. I will telegraph for pass, as I must be guided by the state of the rivers as to what route I will take.

My public account book I will make up to the end of August, as I presume it will be better to send it in at the end of a job.

I have, &c.,

G. W. TOWNSEND.

No. 369.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Dine Dine, 28 August, 1879.

I have the honor to inform you that from the very heavy state of the roads I have been unable to make as much progress in my journey to Sydney as I expected to have done. My horses are almost used up, and are weak from the green young grass; one (my best) I have had to leave behind, as he got hurt in a boggy bit of road. I cannot certainly be down before the 10th proximo.

I have, &c.,

G. W. TOWNSEND.

No. 370.

Mr. Townsend to The Engineer-in-Chief.

Sir,

Burrawang, 9 September, 1879.

I have the honor to forward herewith pay-sheet to date. As the roads are impassable for a day or two, I have paid off the two men I kept on to assist me on the road. I have never seen roads in such a state as they are. I have four good horses in a waggonette, and am quite unable to get on until the roads dry a little. I would come on by coach had I any one to drive that I could leave with the waggon, but neither of my men can drive four.

I have, &c.,

G. W. TOWNSEND.

No. 371.

Mr. Townsend to The Chief Clerk.

Dear Sir,

Burrawang, 10 September, 1879.

I shall be very much obliged if you will have the necessary form filled up for me to go with the enclosed pay-sheet. I got most of my papers destroyed by wet in coming through the Gunning Bland Creek. I got here on Saturday night, Saturday started away, on Monday got hopelessly bogged, and am obliged to wait for the roads to dry a little, so I have paid off my two men; the roads are terrible, and my horses completely done.

Yours obediently,

W. TOWNSEND.

The field-books are all right.—W.T.

Tamworth

Tamworth to Tenterfield.

No. 372.

The Assistant Engineer for Trial Surveys to Mr. Mountain.

Sydney, 27 March, 1877.

MEMO.—When I forwarded to you from Armidale a tracing showing proposed alterations in the trial survey, I enclosed a letter of instructions in which I required you to send me the section of the straight line in Gunnedah, ending at the town boundary, to enable me to determine where the permanent staking should terminate.

I must have this section before I can instruct you as to lockspitting. Level this portion, and plot it to a 10-chain scale, and forward it to me when ready.

HERBERT PALMER.

No. 373.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

Sydney, 29 March, 1877.

MEMO.—On the completion of the plan and section of the trial survey upon which you are now engaged, and which you informed me in your memo. of the 13th inst. that you expected to have ready on the 7th of April, I wish you to return to this office, for the purpose of taking out quantities, &c., on the through section from Tamworth to Tenterfield, *via* Armidale.

As your next work in the field will probably be on the permanent staking of the Northern Railway from Tamworth northwards, as soon as it may be decided which route is to be taken, it will I think be advisable to leave your camp equipment in the neighbourhood of Tamworth until you return to the district.

HERBERT PALMER.

No. 374.

The Assistant Engineer for Trial Surveys to Mr. Mountain.

Sydney, 5 April, 1877.

MEMO.—Enclosed is a tracing showing the centre line you have staked through Gunnedah. I wish you now to continue the staking to a point about midway between the Δ s 131 and 132 on the original traverse, putting in a 20-chain curve.

The station arrangement, cross sections 5 chains wide, to be taken from A to B (see tracing).

HERBERT PALMER.

No. 375.

The Assistant Engineer for Trial Surveys to Mr. Vine.

5 July, 1877.

MEMO.—As soon as you have completed the staking of the length you allude to in your letter dated 2nd July, I wish you to take cross sections over Mr. Macarthy's line from the point you mention as 19 miles 5 chains to 26½ miles on this section, and send a tracing showing what improvement can be made on this portion as early as practicable.

HERBERT PALMER.

No. 376.

The Assistant Engineer for Trial Surveys to Mr. Vine.

10 August, 1877.

MEMO.—It is necessary that the length upon which you are now engaged should be completed as early as practicable. To enable you to do this, I wish you to leave the plotting of your work until the whole of the field work is completed. I also wish you to send me as early as you can a tracing of the remaining length you have to cross level, with the cross levels shown. I will then strike out a line for you to stake out at once, and so do without experimental lines. When this is done, I will send you instructions about the plotting.

HERBERT PALMER.

No. 377.

The Assistant Engineer for Trial Surveys to Mr. Vine.

17 September, 1877.

MEMO.—I have received the tracing forwarded by you last week showing the cross sections you have levelled on the latter portion of Mr. Macarthy's trial survey.

As I shall be able to plot an approximate section from these levels, it will not be necessary for you to stake a line over this portion of the work. You may therefore return at once to Sydney with your party and equipment, and complete in this office the plotting of the plan and section of your survey.

HERBERT PALMER.

No. 378.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Sydney, 29 January, 1878.

MEMO.—As the surveys beyond Tamworth can be commenced earlier by the surveyors taking some of their chainmen by coach from Uralla to Tamworth, I shall be glad if you will allow the surveyors starting on this work to return coach fares for this distance for two men each.

HERBERT PALMER.

No. 379.

No. 379.

The Engineer-in-Chief to The Commissioner for Railways.

Great Northern Railway—Extension from Tamworth to Tenterfield.

4 February, 1878.

I FORWARD, for the information of the Honorable the Minister for Works, the following report on the proposed extension of the Great Northern Railway beyond Tamworth.

Surveys have been made of the following lines, which are shown on the accompanying diagram, plan, and section.

LINE NO. 1.

Commences at the termination of the extension from Murrurundi to Tamworth, on the southern side of the Peel River, at a point 182 miles from Newcastle, and after crossing the Peel follows the direction of the Inverell Road to Attunga; thence to Manilla, 28 miles from Tamworth. Here the Namoi is crossed immediately below its junction with the Manilla River.

From Manilla the line passes the southern boundary of the township of Barraba, and crosses the Manilla River at 58 miles from Tamworth; thence by Connor's Creek and Woolshed Station, crosses the Bundarra River about 5 miles to the north-west of the town of Bundarra, and passes about 2 miles west of Stanborough; thence by the Tingha Road to Inverell.

Here the Macintyre River is crossed at a distance of 305 miles from Newcastle, and 123 miles from Tamworth.

From Inverell the line has been continued to Wellingrove, Wellington Vale Station, Nine-mile Creek to Bolivia; thence to the Mole River and Bluff Rock Creek, terminating in Tenterfield at a point 403½ miles from Newcastle, 221½ miles from Tamworth, and 117 miles from Lawrence, on the Clarence River.

LINE NO. 2.

Commences at Tamworth at the same point as line No. 1, but by way of Armidale and Glen Innes. After crossing the Peel River at Tamworth, the line is continued in an opposite direction to line No. 1, and passing through the centre of the town of Tamworth, follows the direction of the Main Northern Road to the vicinity of the village of Moonbi.

From Moonbi the line bears in an easterly direction, and after reaching Swamp Oak Creek follows it to the confluence of Jamieson's Creek, which is followed to its source; thence over the Moonbi Range, crosses the M'Donald River, about 3 miles below Surveyor's Creek Station, 36 miles from Tamworth, and 13 miles west of Walcha.

From Surveyor's Creek the line is taken *via* Borah Creek to the summit of the Main Dividing Range, 48 miles from Tamworth.

From this point two lines have been surveyed to Armidale—one in an almost straight direction, through the Gostwyck Station, and the second, a deviation, which is about a mile longer, passes through the township of Uralla, 63 miles from Tamworth.

From Armidale, 77 miles from Tamworth and 259 miles from Newcastle, the line bears to the east of the main road, and makes the ascent to the high table-land lying to the north of Armidale, by way of the Puddledock; thence crossing the main road near the little lagoon by the Mother of Ducks Lagoon to the Gyra River, and passing to the west of Ben Lomond reaches Stonehenge; and thence in a straight direction to Glen Innes, 326 miles from Newcastle, 144 miles from Tamworth, and 112 miles from South Grafton.

From Glen Innes the line has been surveyed to a junction with the trial line from Inverell to Tenterfield, at a point about 6 miles to the north of Wellington Vale Station, and 36 miles south of Tenterfield. (*See B on plan.*)

The point B is 184½ miles from Tamworth by way of Inverell, as against 174½ miles by way of Uralla and Armidale.

LINE NO. 3.

A deviation was next surveyed between Uralla and the table-land to the north of Armidale, with a view of shortening this route and to obtain a more favourable section. This deviation passes 5 miles to the west of Armidale, and joins the line from Armidale to Glen Innes at a point marked A on plan. The distance saved by this deviation is 8½ miles, and the section is considerably improved.

TABLE of Gradients.

	Line No. 1.		Line No. 2.		Line No. 3.	
	Miles.	Chains.	Miles.	Chains.	Miles.	Chains.
1 in 40 to 1 in 50	66	22	56	65	61	59
1 in 51 to 1 in 60	20	55	13	75	13	34
1 in 61 to 1 in 75	32	43	17	77	18	78
1 in 76 to 1 in 100	19	18	31	50	32	41
1 in 101 to 1 in 200	27	79	39	78	39	22
1 in 201 to 1 in 300	7	24	14	24	11	48
1 in 301 to 1 in 400	3	69	5	4	3	47
1 in 401 to 1 in 500	3	53	3	77	3	13
1 in 501 to 1 in 1,000	2	61	6	38	7	46
1 in 1,000 to level	37	18	21	22	21	2
Total	221	40	211	30	202	70
	<i>Via</i> Manilla, Barraba, and Inverell.		<i>Via</i> Uralla, Armidale, and Glen Innes.		<i>Via</i> Uralla, 5 miles west of Armidale, and through Glen Innes.	

SUMMARY

SUMMARY of Estimates of Cost of Construction, the quantities having been ascertained from the trial sections.

Line No. 1.	Line No. 2.	Line No. 3.
Via Manilla, Barraba, and Inverell.	Via Uralla, Armidale, and Glen Innes.	Via Uralla, 5 miles west of Armidale and Glen Innes.
221 miles 40 chains.	211 miles 30 chains.	202 miles 70 chains.
£2,249,629 7s. 7d.	£2,262,911 8s. 3d.	£2,211,208 7s. 4d.
£10,156 6s. 9d.	Rate per mile. £10,705 18s. 5d.	£10,899 7s. 3d.

No. 380.

The Engineer-in-Chief to The Commissioner for Railways.

Great Northern Railway—Extension from Tamworth to Tenterfield.

13 February, 1878.

I REGRET to find from the Minister's memo. of the 8th instant that my report on the extension of the Great Northern Railway between Tamworth and Tenterfield should have been considered by him unsatisfactory.

I may however be permitted to remind the Minister that when talking with him on the subject of this extension, and pointing out the different routes upon the diagram plan, I said that, as a strong feeling existed in the Assembly with reference to this matter, my proper course would be merely to describe the routes proposed to be taken, avoiding the expression of any opinion which might be construed into favouring any particular line.

So far as I could understand, the Minister approved of the course I proposed to take.

With reference to the gradients on the different lines I gave the steepest as 1 in 40, and stated the number of miles on each line of gradients between 1 in 40 and 1 in 75.

I did not consider it necessary to give the lengths of each incline of 1 in 40, because if an engine can work an incline of 1 in 40 for 1 mile it can work the same incline for 40 miles, or any other distance, the question being one only of expenditure of fuel.

The information therefore which I gave could in no way be considered deceptive, as it could hardly be expected that upon a line with 88 miles of inclines, varying from 1 in 40 to 1 in 75 that there would not be one incline of a length of 1 mile of 1 in 40.

I may state, for the information of the Minister, that one of our largest goods engines would take a gross load of 290 tons on any of these proposed extensions, or a net load of about 120 tons.

This information I did not consider it necessary to give in a report accompanying the plans to be laid before Parliament, as it had never previously been required for any of the lines, and the ruling gradient on these extensions is the same as those beyond Goulburn and Bathurst.

I explained to the Minister verbally that the line 5 miles west of Armidale, although having a higher summit-level, being 4,500 feet as against 3,400 by Inverell, would be the most easily worked, as affording better opportunities for using an assistant engine.

I can offer no opinion of the slightest value with reference to the amount of traffic likely to be obtained on any of the routes. In Mr. Wade's report on the Inverell route he gives some information on the capabilities of that district. (*See Appendix A.*)

The information with reference to timber and materials for railway construction is I believe slightly in favour of the route by Armidale, but this I considered would only be required to assist me in framing the estimates, and was not wanted for the information of the public generally.

The following is an extract from the Minister's minute of 6th November, 1873:—

"It is desirable that the capabilities of the country passed through should be noted, as regards the localities where suitable timber and material for railway purposes exist, as also the quality and description of the soil and natural features."

This information with reference to timber and other material for railway construction has always been obtained by me since my arrival in the Colony, for the purpose of enabling me to prepare the estimates of the cost of construction; and in the reports on trial surveys printed from time to time it will be seen that this duty has not been neglected.

There is nothing in the foregoing minute instructing me to ascertain the character and quantity of traffic, the population, whether agricultural, pastoral, or mining, the number of live stock, the amount of grain, and how disposed of, or what other produce there is—sugar, tobacco, wines, or the number of acres, the number in pastoral occupation, and the quantity of land under cultivation, nor that I should be able to gather from the surveyors' notes and observations how far the country is capable of further development, and is likely to be further developed by the aid and convenience which railway accommodation affords.

These instructions are first conveyed to me in the Minister's memo. of the 8th instant, and I submit that the obtaining of such information, in my opinion, forms no part of a surveyor's duty, more particularly as there is a department in the Colony specially charged with the preparation of Statistical Returns, and which are no doubt based upon more reliable information than could be obtained by any officer in my department.

It certainly never occurred to me to forward to the Minister extracts from the Statistical Register on the above subject; but as he has requested me to do so, I append a copy comprising the districts of Tamworth, Armidale, Inverell, Glen Innes, and Tenterfield. (*Appendix B.*)

The line by Armidale would accommodate the important districts of Walcha, Uralla, Armidale, Glen Innes, where timber can be obtained, Vegetable Creek, and Duudee.

The

The line by Inverell will afford accommodation to Manilla, Barraba, Bundarra, Inverell, and Wellinggrove.

I understand from Mr. Palmer that he considers the country on the Armidale line superior to that by Inverell for agricultural purposes.

JOHN WHITTON.

APPENDIX A.

(Parliamentary Paper, 68 A, 1875, No. 107.)

Extract from Report.

Mr. W. B. Wade to The Engineer-in-Chief. Dated 28 December, 1872.

BARRABA is within easy reach of the gold and copper fields at Bingera and the gold-fields of Ironbark. I consider that it may be assumed that the Northern Railway will have to be extended from Tamworth to Barraba, and the next point to decide is whether to extend from Barraba to Warialda, or to Inverell; the country towards Warialda gradually becomes hotter and drier, and more unfit for agricultural purposes, in fact soon becomes entirely pastoral, and the population scanty, while the country near Inverell is the finest agricultural land that can be found. Wheat is already grown there in considerable quantities. The district is settled to a great extent, and the tin-mining industry is rapidly adding to the population and wealth of the district.

I have therefore examined the country towards Inverell, and found what I anticipate will be found after survey to be a direct and moderately cheap route, though it must be borne in mind that on this length between Barraba and Inverell the first great rise to the Tableland has to be made.

After careful consideration I recommend for survey the line from Tamworth through Barraba, Beverly, Inverell, Wellinggrove, Deepwater Plains, and Bolivia to Tenterfield, on the grounds that it will open out more first-class agricultural land than any other route, that it will pass through the whole of the tin-bearing country, will be constructed for a moderate cost, and will be a direct link in the chain of communication by railway from Melbourne through Sydney to Brisbane.

W. B. WADE.

APPENDIX B.

STATISTICS and information respecting the undermentioned districts, compiled from Statistical Register of 1876.

	Armidale.	Glen Innes.	Inverell.	Tenterfield.	Tamworth.	Vegetable Creek.	Tingha.
Gold	1,165	.....	.....	.....	1,582	.....	.....
Tin ore .....	.....	1,000	.....	1,385	.....	.....	.....
Live Stock	952,715	290,290	150,707	202,710	1,210,517	3,008	2,300
Total extent of holdings ... acres	341,416	117,648½	79,792½	43,405	1,203,741½	.....	.....
" under crop	13,137	3,801½	5,020½	2,821½	11,606½	.....	.....
Produce—							
Wheat	103,631	11,154	43,398	23,770	158,885	.....	.....
Maize	22,017	12,878	24,526	13,367	53,816	.....	.....
Barley	1,140	485	953	200	2,057	.....	.....
Oats	23,294	15,127	1,645	1,113	1,410	.....	.....
Rye	233	85	36	.....	158	.....	.....
Millet .....	.....	.....	135	.....	10	.....	.....
	150,315	39,729	75,693	33,450	216,345	.....	.....
Potatoes	2,125½	1,096½	29½	629½	440½	.....	.....
Hay	4,283½	1,703	1,760	755	3,850	.....	.....
Vineyards, extent	½	.....	85	2½	10½	.....	.....
Wine produced	50	.....	49,143	430	1,838	.....	.....

No. 381.

The Assistant Engineer for Trial Surveys to Mr. Vine.

26 April, 1878.

MEMO.—A book of reference for the plan of trial survey between Tamworth and Glen Innes, *via* Uralla and your trial line 5 miles westward of Armidale, is required immediately.

I wish you to start as soon as you receive this memo. for Singleton, and from there proceed to Warrah and take the coach as far as Uralla, and procure the reference of that portion of the line commencing at your point of deviation from Mr. M'Carthy's survey. The plan of this portion I will give to you at Tamworth, and I shall expect you to arrive there by the coach on Tuesday night at 10 p.m.

You will not be away from your camp for more than ten days, so may arrange for employment of your party during your absence.

HERBERT PALMER.

Railway pass (return) Singleton to Warrah enclosed. There being no mail from Sydney on Sunday night, there is no through coach from Warrah on Monday; you need not therefore be in Singleton before the arrival of the mail train on Tuesday morning, which will enable you to reach Tamworth the same evening.

No. 382.

Mr. Carver to The Engineer-in-Chief.

Progress report.—Survey, Tamworth to Tenterfield.

30 April, 1878.

I HAVE the honor to report having forwarded to you by this mail plans and sections which will enable you to judge of the practicability of the direct route from this to Bolivia *via* the Bolivia Range. The line is 7 miles shorter than the original; the summit-level is not only 70 feet lower but a fall of upwards of 200 feet to level of Bolivia is likewise saved, which, as in the original, must have been regained by steep gradients. The section is also much lighter, and shows only about half the length of 1 in 40 grades. The contour plan will enable you to judge of the real difficulty by this route; the contours represent the natural surface, numerous boulders being neglected. The length of section embraced in contour plan is plotted from the contours simply to save time, this being a most difficult country to work over. In the construction of this length of line the side formings must necessarily be along slopes of great inclination; the country, however, is solid rock (soft hornblendic granite), and there would be little difficulty in giving the necessary stability even to banks on the less inclined portions. There would be nothing to fear from slips from above, and any dangerous boulders could be readily removed. It is most probable this line will connect most advantageously with the original a few miles south of Deepwater. A section of improved line, No. 1, was forwarded to you some time ago. It now seems to me waste of time to complete this line, involving as it must, shifting camp over the range, a round of some 20 miles. I should not have commenced that line had I not been persuaded at the time that the direct route had been proved impracticable after actual survey, and it was not until after I became very well acquainted with the range that I doubted that proposition. Please forward instructions for my future guidance.

N. P. CARVER.

No. 383.

Telegram from Assistant Engineer for Trial Surveys to Engineer-in-Chief.

Uralla, 3 May, 1878.

STEPHENS leaves for Sydney to-day with reference of first 80 miles, remaining surveyors meet me in Armidale to-morrow night; start for Sydney Sunday morning, arrive Tuesday morning. Through plans and reference may be ready same evening.

HERBERT PALMER.

No. 384.

Telegram from Assistant Engineer for Trial Surveys to Engineer-in-Chief.

Armidale, 4 May, 1878.

REFERENCE completed to Tenterfield. I start for Sydney to-morrow, Sunday, with the plans; should arrive Tuesday morning.

HERBERT PALMER.

No. 385.

The Engineer-in-Chief to The Commissioner for Railways.

Great Northern Railway—Extension from Tamworth to Tenterfield, *via* Uralla.

7 May, 1878.

I FORWARD herewith, for the approval of Parliament, as requested by the 9th section of the Railway Act, 22 Vic. No. 9, plan, section (each in five parts), and book of reference of the proposed extension of the Great Northern Railway from Tamworth to Tenterfield; also district map ($\frac{1}{2}$ mile to an inch), and diagram, plan, and section, showing all the trial lines in the district.

These plans, &c., should be laid on the Table as exhibits only.

JOHN WHITTON.

No. 386.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Sydney, 29 May, 1878.

MEMO.—I have made the following arrangements for carrying out the permanent staking of the extension of the Northern Railway beyond Tamworth:—

Messrs. Stephens and Manly leave Sydney to-night for Tamworth, and on their arrival will fill in the survey of the different blocks of town allotments, to enable you to determine the position of the centre line through the town. When this has been decided they will proceed with the staking of the line as far as Mombi.

Mr. Thompson starts to-night for Mombi, to commence taking cross-sections on the trial survey up Swamp Oak and Jamieson Creeks; and Mr. Hogg leaves Sydney on Saturday next to join Mr. Thompson.

I purpose proceeding to Tamworth on Saturday next, and hope to have all the necessary information for the selection of the centre line through Tamworth towards the end of next week.

HERBERT PALMER.

No. 387.

Mr. Manly to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Tamworth, 24 June, 1878.

I beg to send you tracing of trial section extension to Armidale from old peg 39 to presumed intersection point with next tangent line.

I have, &c.,

WM. M. MANLY.

No. 388.

115

No. 388.

The Assistant Engineer for Trial Surveys to Mr. Thompson.

26 June, 1878.

MEMO.—By same mail I have forwarded to you, under separate cover, three level books containing the levels of the trial line up Swamp Oak and Jamieson's Creeks, from 197 miles 43 chains 38 links to 216 miles 19 chains 63 links.

HERBERT PALMER.

No. 389.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

26 June, 1878.

MEMO.—By same mail I have forwarded to you, under separate cover, the field book containing the particulars of the trial survey from Tamworth to Moonbi.

HERBERT PALMER.

No. 390.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Sydney, 16 July, 1878.

MEMO.—In compliance with your verbal approval that Messrs. Houghton and Napier should be employed on the survey of the extension of the Northern Railway beyond Tamworth, I have ordered these gentlemen to make their preparations, and have supplied them with the necessary plans, &c., to enable to take up the length between the Macdonald River and Uralla, which will require cross levelling throughout before the final tangent lines are determined upon.

Mr. Napier will take the Uralla end, and I recommend that coach fares for himself and four men be allowed from Warrarah to Uralla. By travelling in this way he can be in Uralla in two days from the time he leaves Sydney, and so no time will be lost.

HERBERT PALMER.

No. 391.

Telegram from Assistant Engineer for Trial Surveys to Engineer-in-Chief.

Tamworth, 2 August, 1878.

WEATHER so wet and country so boggy could do no good by going to Narrabri at present; returning direct to Sydney.

HERBERT PALMER.

No. 392.

The Assistant Engineer for Trial Surveys to Mr. Manly.

6 August, 1878.

MEMO.—Let me have your level book containing the levels of the first length of permanent staking by return post.

HERBERT PALMER.

No. 393.

The Assistant Engineer for Trial Surveys to Mr. Thompson.

7 August, 1878.

MEMO.—By same mail I have returned your plan showing cross sections on Swamp Oak and Jamieson's Creeks.

I wish you to proceed with the staking out of the tangent lines, as shown in pencil, as rapidly as possible, and to mark out the curves approximately, as previously instructed. I am anxious to have a section of this portion of the work before Mr. Stephens comes up with the through chainage.

Let me know as soon as you can when this work will be done.

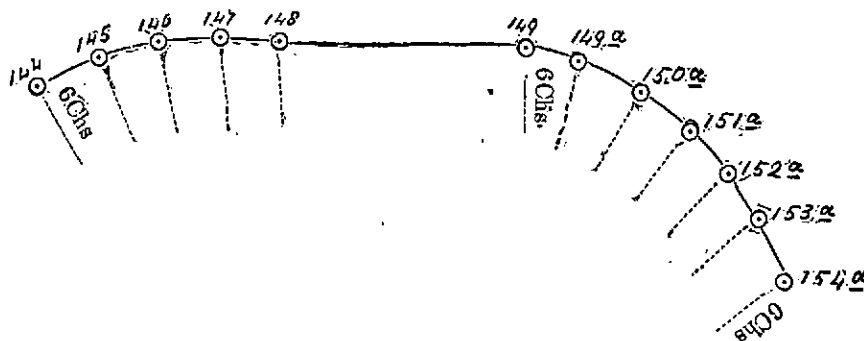
HERBERT PALMER.

No. 394.

The Assistant Engineer for Trial Surveys to Mr. Napier.

10 August, 1878.

MEMO.—I find on reference to the plan of the trial survey through Uralla that I shall require cross levels for a distance of at least 6 chains at each of the traverse stations 144 to 154a on the eastern side, as per sketch.



HERBERT PALMER.

No. 395.

116

No. 395.

The Assistant Engineer for Trial Surveys to Mr. Manly.

Office, 23 August, 1878.

MEMO.—Please inform me when you will have the second book of levels of permanently staked line ready to send in to this office.

HERBERT PALMER.

No. 396.

Mr. Manly to The Assistant Engineer for Trial Surveys.

Sir,

Railway Survey Camp, Tintinbull, *via* Moonbi, 26 August, 1878.

Yours of the 23rd duly received. I have a-level book full, which I will send you this week, or as soon as Mr. Stephens returns it after checking the crossing of fences. As the pegs are not all rung the section has been delayed.

I have, &c.,

WM. M. MANLY.

No. 397.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

28 August, 1878.

MEMO.—Attached is a note received this morning from Mr. Manly. As I gave you special instructions to employ extra assistance rather than any delay should be occasioned from the ringing of the chain pegs not being carried on simultaneously with the staking, the last paragraph of Mr. Manly's letter requires explanation.

I also wish to be informed when the staking will be completed to the end of the 21-ch. curve round the bend of Swamp Oak Creek.

HERBERT PALMER.

No. 398.

The Assistant Engineer for Trial Surveys to Mr. Thompson.

28 August, 1878.

MEMO.—Please inform me by return mail when you expect to complete the staking and levelling of the lines I struck out through the cross levels, and if you have any of the first portion of the section ready let me have it, as I wish to arrange for the continuation of the staking without delay.

HERBERT PALMER.

No. 399.

Mr. Stephens to The Engineer-in-Chief.

Sir,

Moonbi, near Tamworth, 30 August, 1878.

In reply to your letter of the 28th instant, I beg to inform you that the setting out and the ringing is completed to the end of the 21-chain curve, and I shall now assist Mr. Manly with the cross sections.

As instructed, I had engaged a man (Charles Attle) to come out and ring the pegs simultaneously with the setting out, but he did not turn up for upwards of a week, and I then found that I could get on just as well without him (all the long straight lines having been rung); on the curves he would have been idle the greater portion of his time.

With regard to the delay in taking the longitudinal section, alleged to have been caused by the want of the ringing of the pegs, I almost think that too much stress is laid on this, as I of course would have had them rung at once had word been sent to me that a delay was likely to be occasioned thereby; besides there was, and is still, ample work in taking the cross sections.

P.S.—Mr. Manly's letter enclosed.

I have, &c.,

R. D. STEPHENS.

No. 400.

The Assistant Engineer for Trial Surveys to Mr. Manly.

2 September, 1878.

MEMO.—On the completion of the levelling and check-levelling of the staked line to the end of the 21-chain curve you may send in your level book, as I wish to have this length plotted as soon as possible. The book shall be returned to you if not filled.

HERBERT PALMER.

No. 401.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

2 September, 1878.

MEMO.—I cannot for a few days send you instructions concerning the staking out beyond the 21-chain curve; in the meantime I wish you to complete the plotting of all the details of surveys, &c., on the working plan, leaving the cross levelling to Mr. Manly.

I wish also to get on as soon as possible with the proclaimed plan, and shall soon require all information necessary to compile the book of reference.

HERBERT PALMER.

No. 402.

117

No. 402.

Mr. Vine to The Engineer-in-Chief.

Sir,

Camp, Guyra, 18 September, 1878.

I beg to inform you that I have the through chainage completed up to 277 miles. I intend to take up the surveying of the boundaries of the different properties along the line, complete the same as soon as possible, and complete the plotting of plan as I progress with the through chainage.

I have, &c.,

ALFRED VINE.

No. 403.

The Assistant Engineer for Trial Surveys to Mr. Napier.

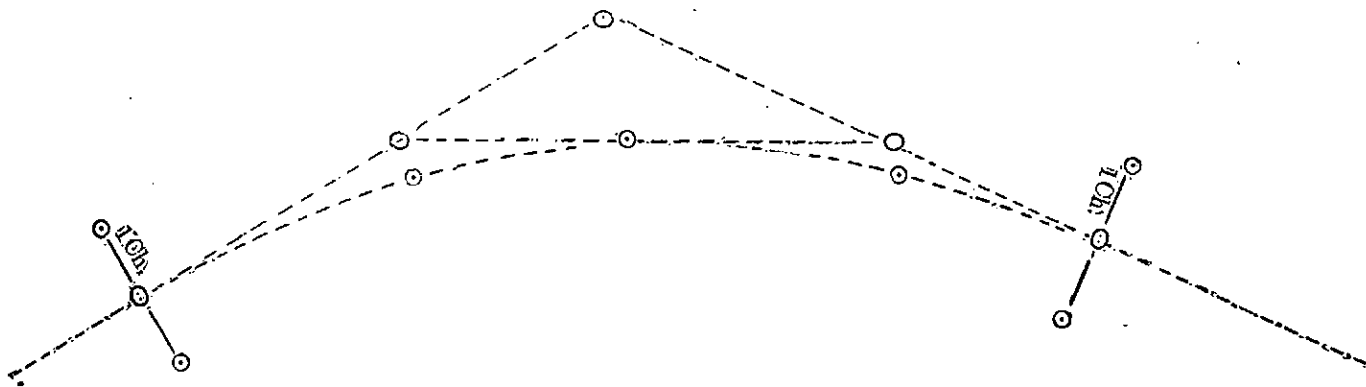
27 September, 1878.

MEMO.—The semi-tangent and secant points referred to in my note of the 22nd instant are what you describe in your sketch. On completing the staking of these lines you must send me full particulars of all the details at each intersection, numbering them, and figuring all the angles and lengths on a sketch of each intersection. There will be no necessity for you to stake any points in the curves excepting the tangent, secant, semi-tangent, and semi-secant, which must be pegged and trenched as in marginal sketch.

On the completion of the staking of these lines you may proceed with the survey of details for the working plan, and be careful to tie all traverse lines with the tangent lines, marking all points of deviation from and crossings of these lines. As these tangent lines need not be obtained throughout until the through chainage is brought up, you will have to pick up the chainage of the crossings of your traverse lines after this work is done, and consequently the plotting of your survey of details will have to be deferred until the through chainage is completed. Attached is the tracing of your cross levels at Uralla, on which I have shown by a blue line the last tangent line through Uralla. A survey of the town of Uralla will also be required for the working plan.

Three pegs at each section and tangent point, and one peg at each secant point, with a ring round each of these points. A peg at right angles on each side of the tangent points, 1 chain from the centre line. All of these pegs to be driven flush with the ground, and the lockspitted ring to be 6 inches in depth.

HERBERT PALMER.



No. 404.

The Assistant Engineer for Trial Surveys to Mr. Manly.

12 October, 1878.

MEMO.—Under separate cover I have returned two books containing the levels of the longitudinal section from 181 miles 70 $\frac{1}{2}$ chains to 188 miles 27 chains, and from 188 miles 28 chains to 195 miles 46 chains. I shall not require to send the next book of levels until you have one filled. I cannot spare any one at present to trace the section for you, neither do I see that it could be of any use to you.

HERBERT PALMER.

No. 405.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

12 October, 1878.

MEMO.—I wish you to report to me on the 19th instant the exact progress made to date on the permanent staking of the extension beyond Tamworth, stating particularly to what mileage the line has been staked, and what length remains to be done to the point where Mr. Hogg's length of cross levels commences, also to what mileage the permanent cross levels on the chain pegs have been completed, and the state of the working plan and what amount (if any) of survey of details for the first part of the working plan remains to be done.

HERBERT PALMER.

I shall probably come to Moonbi between the 22nd and 26th instant.

No. 406.

118

No. 406.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

The Office, 25 October, 1878.

MEMO.—In accordance with your verbal instructions I have arranged that Mr. Francis shall leave Sydney on Monday next for Mombi.

I leave to-night, and after examining what is already completed in that district, will arrange that Mr. Francis shall take up such portions of the work as are most urgently required.

HERBERT PALMER.

No. 407.

The Assistant Engineer for Trial Surveys to Mr. Hogg.

8 November, 1878.

MEMO.—I have to-day forwarded to you per Cobb & Co. to Bendemere a parcel containing the paper for the 2nd part of the working plan of the extension Tamworth to Uralla, viz., 203 miles to 224 miles.

You will probably have the first two or three tangent lines to obtain from Mr. Stephens, and the tangent lines of your length must be plotted in continuation of these, taking care to commence the plotting of this length in such a position on the paper that the fewest possible breaks may occur in the plan.

HERBERT PALMER.

No. 408.

Mr. Francis to The Engineer-in-Chief.

Sir,

Camp, Borah Creek, 10 November, 1878.

Will you be good enough to forward me the book containing the levels from 229 miles to 232 miles. Traverse station 294 and 1 to 46, commencement of deviation through Uralla.

A. FRANCIS.

Camp on Borah Creek at the intersection of the road from Carlisle Gully to Walcha.
Post town, Walcha.

No. 409.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

28 November, 1878.

MEMO.—I am informed by Mr. Hogg that he will be able to give you the through chainage of the commencement of your length about the 8th proximo. You will therefore, in conjunction with Mr. Manly, use every exertion to have all the tangent lines on your length cleared and staked as early as practicable; Mr. Manly to assist on the staking out alone until the through chainage is given to Mr. Francis. After this you can proceed to divide between you the levelling, cross-levelling, and survey of details for the working plan, taking care to send in all level books as soon as they are filled and checked, so that the working section may be proceeded with as rapidly as possible in this office.

HERBERT PALMER.

No. 410.

The Assistant Engineer for Trial Surveys to Mr. Thompson.

28 November, 1878.

MEMO.—As Mr. Hogg will be coming to Sydney soon after the through chainage of this length is completed, I wish you, in conjunction with Mr. Houghton, to complete the levelling, cross-levelling, and survey of details of this length. You will therefore arrange the division of this work so that no time may be lost. You should complete the levelling for the longitudinal section while Mr. Houghton proceeds with the cross-levelling, all level books being sent in as soon as filled and checked. The survey of details should then be completed and the working plan plotted, and then handed over to Mr. Stephens.

HERBERT PALMER.

No. 411.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

29 November, 1878.

MEMO.—With the level received this morning of the crossing of the Macdonald River there is no note of highest flood-level. Please obtain this information as nearly as you can and forward it to me by return mail.

HERBERT PALMER.

No. 412.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

The Office, Sydney, 2 December, 1878.

MEMO.—During my last visit of inspection of the permanent staking of the Northern Railway up Jamieson Creek, I authorized the employment of two extra men for carrying rations and clearing, the two extra men to be attached to Mr. Hogg's party, or singly to Mr. Houghton's and Mr. Hogg's. These men were to be obtained, if possible, on November 1st.

HERBERT PALMER.

No. 413.

119

No. 413.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

4 December, 1878.

MEMO.—Enclosed is a tracing from your 4-chain plan of the trial line on which I laid the proposed tangent lines. Now that I have your section of the red line, I find it will be advisable to make an alteration, as shown on the tracing by the dotted line (red) from A to B. You will therefore clear the tangent lines as shown by the dotted red line, and carry the through chainage along this line.

HERBERT PALMER.

No. 414.

The Assistant Engineer for Trial Surveys to Mr. Francis.

7 December, 1878.

MEMO.—By same mail I have returned to you, addressed Walcha, your 4-chain plan of the trial line with the cross sections, on which I have laid down in blue the permanent line to be staked. I wish you to proceed with the least possible delay with the staking of these tangent lines, putting in all tangent points and secant points, so that the through chainage can be rapidly pushed forward when Mr. Stephens has carried it round to the commencement of your length.

There are not sufficient cross levels on the plan to show whether the tangent line numbered 13 can be determined upon, but from the appearance of the plan I imagine there cannot be much against its being used. When this line is cleared and staked I wish you to send me a section of it, so that I can see whether any alteration may be required before the through chainage is brought up to that point.

The last curve, of 24 chains radius, to be put in as shown, but the last tangent line, shown by a dotted blue line No. 14, you must arrange with Mr. Napier, so that it may also be tangent to this first curve.

HERBERT PALMER.

No. 415.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

The Office, Sydney, 12 December, 1878.

MEMO.—In accordance with your verbal instructions, I have arranged that Mr. Hoyle shall proceed to Ben Lomond to work up the original trial survey in that locality, and am hopeful that considerable improvements can be made in that portion of the section before it is permanently staked.

Mr. Carver is also to leave in a few days to take up the portion of the original trial survey between Deepwater and Bolivia, where improvement both in gradients and direction is much required.

HERBERT PALMER.

No. 416.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

The Office, Sydney, 12 December, 1878.

MEMO.—In accordance with your verbal instructions, I have arranged that Mr. Vine shall leave the work upon which he is now engaged (between Gunning and Gundaroo), and have instructed him to return to this office. He will then procure tracings of the trial work between Uralla and the Mother of Ducks Lagoon (upon which he has been previously employed), and will proceed to this district to do the necessary cross-levelling, so as to enable him to lay out the tangent lines for the permanent staking for a further extension of the Northern Railway from Uralla towards Glen Innes.

HERBERT PALMER.

I have also arranged that Mr. Warren shall take up Mr. Vine's length of trial survey from Gundaroo towards Queanbeyan.—H.P.

No. 417.

The Assistant Engineer for Trial Surveys to Mr. Houghton.

23 December, 1878.

MEMO.—You will carry out the instructions I gave you verbally last week, viz. :—After completing the check-levelling of the centre line to 213 miles, and the cross-levelling to the point where you will meet Mr. Thompson (taking care to cross-level only when the difference in level on either side of the chain peg exceeds 3 feet per chain), you may proceed with the survey of all watercourses, &c., which still remain to be done, and furnish Mr. Thompson with the particulars so that he may complete the plotting of the working plan to 213 miles.

When this is done you may proceed without delay to Mr. Francis's lengths, and he will give you instructions as to the portion of the work you are to take up. You should give Mr. Francis a few days' notice of the date on which you will be shifting your camp to this neighbourhood, to enable him to determine at what point it will be most convenient for you to camp.

HERBERT PALMER.

You may also report to me when you will be shifting your camp.—H.P.

No. 418.

120

No. 418.

The Assistant Engineer for Trial Surveys to Mr. Thompson.

23 December, 1878.

MEMO.—You will carry out the remainder of the work on your present length as I instructed you verbally last week. On the completion of the levelling and check-levelling of the centre line to 213 miles you may proceed with the cross-levelling, commencing at 213 miles, and work to meet Mr. Houghton.

The cross-levels need only be taken where the difference in level on either side of the chain peg exceeds 3 feet per chain. When the cross-levels are completed you may plot the working plan, and Mr. Houghton will survey the creeks that have not yet been done, and he will furnish you with the particulars.

All level books to be sent down as early as practicable with notes of the size of waterway required at each creek crossing. When the plotting of the plan is completed you may hand it over to Mr. Stephens, and you must give me a week's notice of the date upon which you expect to do this.

HERBERT PALMER.

No. 419.

Mr. Carver to The Engineer-in-Chief.

Progress report.—Deepwater to Tenterfield.

31 December, 1878.

I HAVE the honor to report having arrived here on the 27th instant, and have since been engaged making a general exploration of the country. I have explored to four passes on the Bolivia Ranges, and find that either of these may be approached from Deepwater with but little difficulty. I now purpose exploring to each from Bolivia. As far as I am at present able to judge, I have every hope that a line can be got through the range, and if even with a section no better than the present line there would be a vast saving of distance. As exploring here must be carried out on foot to do any good, and the country is difficult to walk over, the work will be necessarily somewhat slow.

N. P. CARVER.

No. 420.

The Assistant Engineer for Trial Surveys to Mr. Napier.

13 January, 1879.

MEMO.—I have instructed Mr. Vine to carry on the staking of the chain pegs through your length, and Mr. Thompson to level. You may therefore proceed with the survey of boundaries, so that the plotting of the working plan may be commenced without delay.

Please report by return mail the exact state of the work on your length to date.

HERBERT PALMER.

No. 421.

The Assistant Engineer for Trial Surveys to Mr. Francis.

13 January, 1879.

MEMO.—As further assistance can now be spared for your length, I wish you to instruct Mr. Vine to continue the staking of the chain pegs through Mr. Napier's length to Uralla, immediately after the through chainage of your length is completed.

Mr. Houghton was to start to join you to-day, and you may instruct him to assist you on any portion of the work you think fit, bearing in mind that the levels of the centre line are most urgently required.

HERBERT PALMER.

By same mail I have forwarded to you, addressed Walcha, the paper for the third part of the working plan, from 224 miles to Uralla. You may proceed with the plotting of this when the levelling of the centre line is completed, as you will then have the lengths of all your tangent lines. Be careful to plot your tangent lines in such a position on the paper that the fewest number of breaks may occur—H.P.

No. 422.

The Assistant Engineer for Trial Surveys to Mr. Thompson.

13 January, 1879.

MEMO.—I wish you to proceed without delay (as soon as you have handed over to Mr. Stephens the working plan) to assist on the last length into Uralla. The tangent lines on this length have already been staked, and I have instructed Mr. Vine to put in the chain pegs.

You may shift your camp to Kentucky, and proceed with the levelling of the centre line, also the check-levelling, and forward the level books as checked.

When this is done you may cross level as before, where the difference in level on either side of the centre line exceeds 3 feet per chain.

Report your arrival at Kentucky, and the date you commence the levelling of the centre line.

By same mail I have forwarded to you four levelling books.

HERBERT PALMER.

No. 423.

Mr. Francis to The Engineer-in-Chief.

Camp, Borah Creek, 20 January, 1879.

Sir, I have the honor to report that I received the chainage, 222 miles 50 chains, from Mr. Stephens on Saturday, the 11th instant, and that I shall be ready to hand it over to Mr. Vine on Wednesday next, the 22nd. Mr. Houghton arrived here on Wednesday, the 15th instant, and is levelling the centre line.

The

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The surveying and levelling on this length commences at 222 miles 50 chains, paper for the plan will therefore be required for that distance.

Will you also be good enough to forward me a tracing of the boundaries of properties on the line from 229 miles.

I have, &c.,

A. FRANCIS.

The paper for the third part of the working plan, Tamworth to Uralla, was forwarded to Mr. Francis last week.—H.P., 23/1/79.

No. 424.

The Assistant Engineer for Trial Surveys to Mr. Stephens.

23 January, 1879.

MEMO.—I am informed by Mr. Francis that you handed over the through chainage to him on the 11th instant, at 222 miles 50 chains. The second part of the working plan now in your possession I wish to terminate at 224 miles. It will consequently be necessary for you to obtain from Mr. Francis the details that will enable you to plot the portion from 222 miles 50 chains to 224 miles, or to request Mr. Francis to do this plotting.

This plan is urgently required in this office, so that the proclaimed plan may be proceeded with. I wish you to report to me when you will leave for Sydney, and it will be your best plan to bring everything in connection with the work in the way of plans, books, &c. (including of course the working plan) direct to the office, as no time must be lost in allowing these things to be brought down by your men.

HERBERT PALMER.

No. 425.

The Assistant Engineer for Trial Surveys to Mr. Francis.

23 January, 1879.

MEMO.—A roll of paper was forwarded to you per Cobb & Co., addressed Walcha, last week. This paper is for the third part of working plan from 224 miles to Uralla. The first portion of your work from 222 miles 50 chains to 224 miles will consequently come on Mr. Stephens's plan.

Mr. Stephens has received instructions to return to Sydney as soon as his field work is completed, when he will bring down his plan. You should, therefore, arrange to have this portion from 222 miles 50 chains to 224 miles laid down on his plan before he leaves.

Mr. Napier has the only plan I have of the boundaries of properties—the one I showed to you when I was last in the district. You must arrange to procure a tracing of the portion you require from Mr. Napier.

HERBERT PALMER.

No. 426.

The Assistant Engineer for Trial Surveys to Mr. Vine.

23 January, 1879.

MEMO.—I find that the section of the trial survey from the dividing range to Uralla is down on the list of plans that you took from this office. I do not know for what purpose you took this section, unless it includes the length beyond Saumarez Creek. I require the length as far as Uralla immediately, so please return it without delay.

I also wish you to report at the same time the date at which you commenced to put in the chain pegs, stating the mileage of your starting point; also the date upon which you expect to complete the staking.

HERBERT PALMER.

No. 427.

Mr. Francis to The Engineer-in-Chief.

Sir,

Camp, Borah Creek, 27 January, 1879.

I have the honor to report that the setting out and levelling of the main line is completed to 231 miles, and that the cross sections and survey of boundaries and detail only remain to be done up to that distance. The chainage has been handed over to Mr. Vine, with instructions to carry it on to Uralla.

The plan paper for the 4-chain plan said to have been forwarded to Walcha has not yet arrived. I have sent to Bendemeer for it and it is not there.

I am not clear as to whether you wish me to plot the 4-chain plan from 222 miles 50 chains on the paper sent to Walcha, or whether you wish the work to be plotted up to 224 miles on a plan already in hand.

I have, &c.,

A. FRANCIS.

No. 428.

Mr. Houghton to The Engineer-in-Chief.

Sir,

Camp, Congi, 29 January, 1879.

I do myself the honor to transmit under separate cover two level books, containing levels and check levels of that part of the permanent line comprised between 222 miles 50 chains and 231 miles inclusive (extension Tamworth to Armidale, Great Northern Railway). I beg to state that the general absence of intermediate sights is to be explained by the smooth and uniform character of the ground levelled over. To-morrow I shall start cross-sectioning the distance mentioned, and this and any other creek survey, &c., I may have to make, will probably employ me to the middle of next month, by which time I shall be ready to act on any instructions I may receive.

I have, &c.,

VICTOR S. HOUGHTON.

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No. 429.

Mr. Carver to The Engineer-in-Chief.
Progress report.—Survey, Deepwater to Tenterfield.

Sir,

31 January, 1879.

I have the honor to report having been successful in the route I adopted for an improved line through the Bolivia Range. In a few days I will forward a plan and section, showing the improvement, which you will find an important one. Before doing so I wish to explore an alternative line from Deepwater to the Bluff, and forward you a sketch and report of it, as it will be advisable to know at once if this route is likely to be worth a survey before I shift my camp over the range.

I have, &c.,
N. P. CARVER.

No. 430.

Mr. Vine to The Engineer-in-Chief.

Sir,

Camp, near Uralla, 31 January, 1879.

In reply to memo. 79-82, I beg to state that I was not aware that I was in possession of the section from the Main Dividing Range to Uralla until I got your memo. respecting it. I must have rolled it up with another section unintentionally that was previously cut off from the one in question. I forward the section this day to the office under separate cover.

I commenced to put in the chain pegs on the centre line on the 23rd instant, commencing at 231 miles, where Mr. Francis left off. I expect to have it completed to Uralla about the 15th February. I will get it through sooner if possible. When I got on to Mr. Napier's work I found that the curve 240 chains radius was not laid out. This I have done, having seen Mr. Napier about it. I also found (on Mr. Napier's work) that I had a great deal of clearing of logs and rubbish which was laying on the ground before I could get through, and if it is the same all the way through it will take fully the time I have stated.

I have, &c.,
ALFRED VINE.

No. 431.

Mr. Francis to The Engineer-in-Chief.

Sir,

Congi, 5 February, 1879.

I beg to inform you that I expect to finish the survey of the lengths on which I am engaged (to 231 miles) in about a week from this date.

The plan paper was found at Hamilton's public-house, Walcha.

A. FRANCIS.

No. 432.

Mr. Houghton to The Engineer-in-Chief.

Sir,

Camp, Congi, 7 February, 1879.

I do myself the honor to transmit under separate cover one level book containing cross-levels from 222 miles 51 chains to 231 miles, extension Tamworth to Armidale, Great Northern Railway.

I further beg to state that I shall probably be finished with feature surveys, &c., by the end of next week, when I shall be at liberty to act according to instructions you may please to forward to me.

I have, &c.,
VICTOR S. HOUGHTON.

No. 433.

The Assistant Engineer for Trial Surveys to Mr. Francis.

10 February, 1879.

MEMO.—On completing the plotting of the working plan to 231 miles, including the survey of all details of creeks and boundaries, you may hand the plan over to Mr. Vine, and forward all the books in connection with this work, properly numbered and endorsed, to this office. All reference numbers should be written in pencil on the plan, so that the through numbers from Tamworth may be inked in in the office. Your reference sheets should be sent in with your books.

You may then proceed to Uralla to continue the permanent staking northwards towards Glen Innes. You can procure from Mr. Napier the trial plan and section made by him in continuation of the permanent line through Uralla to his junction with the old trial line, and from this point to Saumarez Creek you may cross level before fixing the tangent lines. Mr. Vine has Mr. Macarthy's original plan—Uralla to Saumarez Creek. I will, however, send you a tracing of this portion of the line, upon which I will show how I should like to straighten the line if the ground will suit. This tracing I will forward in a few days addressed to you at the Post Office, Uralla.

HERBERT PALMER.

Mr. Houghton is to accompany you, and level under your directions on the work beyond Uralla.—H.P.

No. 434.

The Assistant Engineer for Trial Surveys to Mr. Houghton.

12 February, 1879.

MEMO.—I have instructed Mr. Francis to continue the permanent staking beyond Uralla on the completion of the work upon which he is now engaged. In a few days I shall forward to Mr. Francis tracings of the plan and section of the trial surveys, Uralla to Saumarez Creek, with instructions as to cross-leveling before staking the tangent lines.

You are to assist Mr. Francis on this length, and I have directed him to give you your instructions.

HERBERT PALMER.

No. 435.

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No. 435.

Mr. Carver to The Engineer-in-Chief.

Sir,

Camp, near Deepwater, New England, 14 February, 1879.

I have the honor to forward by same post plan and sections of proposed improved lines from this towards Tenterfield line No. 1 (see plan and section). This is the lowest level practicable line through the Bolivia Ranges, its summit level being 200 feet below that of original line. In place of the original $5\frac{1}{2}$ miles of 1 in 40 in very rough section (open to but little improvement) $2\frac{1}{2}$ miles of 1 in 40 will now answer the purpose. A large saving will be made in cost of construction, as 4 miles of the distance is sand, and the earthwork quantities (well-cutting in either case) will be 50 per cent less. I could not complete the remainder of this line without shifting camp round to Bolivia. It will, however, be an easy bit of section (see note on plan).

Section No. 2 is that of a rough line I projected through pass No. 2; it is a sufficient test of the practicability of this route at the expense of a 25 or 30 chain tunnel, and grade of 1 in 40 for about $2\frac{1}{2}$ miles; a second but short tunnel may probably be necessary. The remaining distance is a very rough bit of work, which I could not complete from the temporary camp I had in the range. I also explored with care a route through pass marked No. 3, and am in hopes of being able to show its practicability. The difficulty will be in passing at a high level the creeks and gullies on the Bolivia side of the range.

It is my intention as soon as possible to submit plan and sections of these lines sufficient to enable you to decide on the best of these routes. The country here is so rough and difficult of access that it is almost impossible to judge without a survey of the practicability of these lines, much less of their comparative merits.

I have, &c.,

N. P. CARVER.

No. 436.

The Assistant Engineer for Trial Surveys to Mr. Thompson.

14 February, 1879.

MEMO.—I wish you to send in as early as practicable all survey books containing the details of creek surveys and connections with centre line on your Jamieson Creek length.

HERBERT PALMER.

No. 437.

The Assistant Engineer for Trial Surveys to Mr. Francis.

15 February, 1879.

MEMO.—Under separate cover I have forwarded to you two mounted tracings—one showing the plan and section of trial survey Uralla to Saumarez Creek, and the other a compilation from the original plans of the licensed surveyors of all alienated portions on that length to a scale of 20 chains to an inch. The line shown by red dots leaving Uralla was surveyed by Mr. Napier, and you can procure the plan of it from him, and on this you will find the first tangent lines fixed. From the end of his staked tangent lines I wish you to cross level and plot the heights on the plan of trial survey I now send. These cross levels should extend to such a distance that I may judge whether the tangent lines may be laid out as shown by the blue dotted lines, or to what extent the original lines may be altered. When you have plotted the cross levels you may send me in the plan with Mr. Napier's also, and I will fix the tangent lines to the point where Mr. Vine's next length will commence.

HERBERT PALMER.

No. 438.

Telegram from Mr. Francis to Engineer-in-Chief.

Uralla, 15 February, 1879.

PLEASE forward plans and sections of work beyond Uralla towards Glen Innes, also some reference sheets.

A. FRANCIS.

Plans, section, and instructions for this work were forwarded to Mr. Francis on the 15th instant.—
H.P., 19/2/79.

No. 439.

The Assistant Engineer for Trial Surveys to Mr. Thompson.

17 February, 1879.

MEMO.—On the completion of the levelling and check levelling of the centre line to Uralla you may complete the cross levelling, taking care to omit taking cross levels when the difference in level for 1 chain on either side of the centre does not exceed 3 feet per chain. The cross levels at Uralla for the site of station ground, on the straight line to the east of township, should be taken 3 chains in length at each side of the line at every chain to the crossing of Wood-street.

When the cross levels are completed you may take the working plan in hand and, together with Mr. Napier, complete it.

HERBERT PALMER.

No. 440.

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No. 440.

The Assistant Engineer for Trial Surveys to Mr. Napier.

17 February, 1879.

MEMO.—I presume that the staking and levelling of the centre line to Uralla is completed. I have instructed Mr. Thompson to complete the cross levelling, and then to take up the working plan. I hope you have now nearly completed the survey of the boundaries, and then you will have everything ready to lay those down on the plan as soon as the tangent lines are laid down.

HERBERT PALMER.

No. 441.

The Assistant Engineer for Trial Surveys to Mr. Thompson.

20 February, 1879.

MEMO.—I wrote to you about a week ago, addressing Carlisle Gully, instructing you to forward to this office without delay all the books connected with your work on Jamieson's Creek, and have not yet received them. I to-day received the level books of centre line from 231 miles to 245.40. The books of check levels should have been sent in with them.

The cross sections of the last straight line to the east of Uralla (station ground) are the ones I shall require first, so please get these done without delay and forward them to me. You may make me a copy of these levels from your books, and there will then be no necessity to forward the book.

HERBERT PALMER.

No. 442.

The Assistant Engineer for Trial Surveys to Mr. Francis.

20 February, 1879.

MEMO.—The levels of the permanent staking at Uralla have not been carried far enough to enable me to lay down the gradient for the station ground.

I return by same mail, under separate cover addressed to you, the level book sent in by Mr. Thompson. I wish you to continue these levels to the northern end of the first curve beyond the crossing of the Uralla and Armidale Road, and to let me have them as early as practicable.

HERBERT PALMER.

No. 443.

Mr. Hoyle to The Assistant Engineer for Trial Surveys.

Sir,

Camp, Mann River, 1 March, 1879.

I herewith forward you tracings of various lines I have run through Ben Lomond Station and the Black Mountain (Mr. Bagon's idea), in order to improve the fall from Ben Lomond to Glen Innes. I have failed to find any practicable line, as you will see by the tracings, but I think I can get a line down a branch of the Mann River. I shall not be able to lighten the works, and I think it will be necessary to cross the river several times, but as it is very near the source will not require bridges of any size. The line, I fear, will be lengthened, but the grades will be improved and the 10-chain curves done away with. I think I will rejoin my old survey at Redbank Creek, about 3 miles Armidale side of Glen Innes (between 322 and 323 miles plan of old survey). I have lettered all the north points on the tracings, that you may have no difficulty in putting them together. I have sent you tracings of the practicable line (lettered ALM); and I think I have got over the worst of it. I hope in about fourteen days (weather permitting) to complete the traverse to Glen Innes, or rather to junction with old survey, and will immediately forward you plan and section for approval. So far I have only run a very rough traverse. The line throughout will be very much improved when cross-sectioned and worked up. I have changed my camp on to the Mann River, near Blair Hills, to expedite my work. I have been greatly delayed this month by the rain. I had hoped to have sent you a through line ere this, but the weather has prevented me.

I have, &c.,

J. W. HOYLE.

No. 444.

The Assistant Engineer for Trial Surveys to Mr. Dowel.

1 March, 1879.

MEMO.—Enclosed is a tracing showing the position in which I wish you to bore—the first at 33 chains, and the second at 27 feet beyond 35 chains; the boring in each case may be made on the centre line. I have forwarded a requisition for the pipes, and will inform you as early as possible when they will be forwarded to you.

HERBERT PALMER.

No. 445.

The Assistant Engineer for Trial Surveys to Mr. Martin.

1 March, 1879.

MEMO.—I wish you to forward to me by the mail which will pass Surveyors Creek for Bendemeer, on Wednesday, the 12th instant, your book of particulars of trial holes made up to date, and to report at the same time what there may remain to be done at that date. I have put on other men to work back from Uralla to meet you.

HERBERT PALMER.

No. 446.

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No. 446.

The Assistant Engineer for Trial Surveys to Mr. Francis.

1 March, 1879.

MEMO.—I instructed the three men I spoke to you about to go on with the trial holes, and furnished them with a list and a book in which to enter the particulars of sinking, which they are to bring to you to be forwarded to this office on the 14th instant. The three men are each to be paid 7s. a day.

HERBERT PALMER.

No. 447.

The Assistant Engineer for Trial Surveys to Mr. Francis.

7 March, 1879.

MEMO.—Enclosed I forward portion of county map, showing by a red line the position of proposed extension of the Northern Railway, passing about 6 miles to the west of Armidale, and, by a blue line, the position of an old trial survey into Armidale (by Roland and Twynam), also tracing of section of blue line.

A trial survey is now required to show how a deviation from 280 miles on the red line, thence to the blue line, as shown by the blue dotted line, to a point as near to Armidale as is practicable, and thence in the direction of the blue dotted line to join the red line beyond the crossing of Saumarez Creek.

A traverse and section of this line is urgently required, and must be done before the line is permanently staked beyond Uralla. You will be good enough to push this through as rapidly as possible, and you may direct Mr. Houghton to assist you. You may commence this work as soon as you have sent me the cross levels on the trial line to Saumarez Creek.

HERBERT PALMER.

No. 448.

The Assistant Engineer for Trial Surveys to Mr. Napier.

13 March, 1879.

MEMO.—Under separate cover I have forwarded to you a parcel containing two plans and one section. The plan on cartridge paper is that of the original trial survey in the neighbourhood of the Mother of Ducks Lagoon, and the mounted tracing of plan is a repetition of portion of the first-named plan and a continuation in the direction of Ben Lomond. The whole of this length will require careful cross-levelling before the final tangent lines are fixed; you should therefore proceed without delay with your camp to the lagoon and commence the levelling at point A. I have forwarded the section of this length, with the exception of the first portion A to C, which is with Mr. Vine, and you can procure a tracing of this length from him.

From A to C the cross levels need only be taken on the higher or western side, and must be taken at every traverse station. From C to E (mounted plan) cross levels must be taken from the old trial line across to the blue line, to show whether the blue line can be adopted. From E to F, I shall require a rough traverse and section, to show whether a straighter, and consequently shorter, line than the trial line can be had in this direction. If this cannot be done, the old line must be cross-levelled, to show whether the blue line, E D F, may be staked. You must be careful to take no more cross levels than may be necessary, taking them on all the highest and lowest points; and the reduced levels must be neatly written on the plan, noting the nearest foot and dropping the hundreds and thousands, so that in no case, except at the change of hundreds, will you have more than two figures to write.

HERBERT PALMER.

No. 449.

The Assistant Engineer for Trial Surveys to Mr. Francis.

13 March, 1879.

MEMO.—Under separate cover I have forwarded the plans received from you this morning. The tangent lines shown by blue lines, and numbered 1 to 5, are the ones to be permanently staked *if the deviation to Armidale is not approved*, so you can keep these plans until this matter is settled, but can commence the staking of the tangent lines as soon as you have sent in the plan and section of the deviation while writing instructions. Take care that the tangent line numbered 4 is set back parallel to the road, and 3 chains west of it.

HERBERT PALMER.

No. 450.

Mr. Houghton to The Engineer-in-Chief.

Sir,

Camp, Dumaresq Creek, 14 March, 1879.

I do myself the honor to transmit to you cross levels of the trial line Saumarez Creek towards Devil's Pinch, a distance of about $4\frac{1}{2}$ miles.

I beg to state that I consider the existing trial line generally excellent, and the only one that could have been surveyed generally.

I have, &c.,

VICTOR S. HOUGHTON.

No. 451.

Mr. Houghton to The Engineer-in-Chief.

Sir,

Camp, Dumaresq Creek, 15 March, 1879.

I do myself the honor to report that I have explored the intended line from Armidale *via* Dumaresq Creek, and think that a fair line can be surveyed from the top of Martin's Creek Gap (the lowest

lowest gap south of Armidale) along the right bank of Dumaresq Creek, striking the existing line at a point about $5\frac{1}{2}$ or 6 miles beyond present crossing at Saumarez Creek.

I have left a bench mark and peg nearly south of Armidale (about three-quarters of a mile from that town), near a farm, of which fact I have given notice to Mr. Francis.

I have, &c.,

VICTOR S. HOUGHTON.

No. 452.

The Assistant Engineer for Trial Surveys to Mr. Francis.

18 March, 1879.

MEMO.—Please send me a tracing of the last tangent line I laid down on the plan I sent you back last week, showing the crossing of Saumarez Creek.

HERBERT PALMER.

No. 453.

The Assistant Engineer for Trial Surveys to Mr. Houghton.

18 March, 1879.

MEMO.—I have received your 4-chain plan of cross levels from Saumarez Creek to traverse station No. 110, but cannot lay out the tangent lines without the original section of the trial lines. If you have this please forward it to me, and if with Mr. Vine procure it for me without delay.

HERBERT PALMER.

No. 454.

The Assistant Engineer for Trial Surveys to Mr. Martin.

20 March, 1879.

MEMO.—The Engineer-in-Chief has sanctioned the employment of the cook for which you made an application on the 16th of February, and has approved of your entering him on the pay-sheet of your party from that date at 25s. per week.

I now require a report stating at what date you can complete the sinking of the holes up to 230 miles. I wish to have the whole of this work completed and your party paid off by the end of the month.

If the staking out of the line beyond Uralla is by that time sufficiently advanced to allow the trial holes to be commenced in that direction, I will recommend your being employed upon them, but if this is not the case your services will not be required.

HERBERT PALMER.

No. 455.

The Assistant Engineer for Trial Surveys to Mr. Francis.

20 March, 1879.

MEMO.—Please report what arrangements you have made for carrying out the survey of the traverse from the original trial line towards Armidale, and to join the trial line north of Saumarez Creek, and state as nearly as you can when you expect to be able to send in a plan and section of the whole length of this deviation.

Mr. Houghton has reported that he has commenced the survey of a trial line from a point about $\frac{2}{3}$ of a mile south of Armidale, which will join the old survey about $5\frac{1}{2}$ or 6 miles north of the crossing of Saumarez Creek.

HERBERT PALMER.

No. 456.

The Assistant Engineer for Trial Surveys to Mr. Thompson.

21 March, 1879.

MEMO.—In order to put away in complete sets the books in connection with the permanent staking of the extension from Tamworth to Uralla, I shall require your books containing the check-levelling of the centre line from 201 miles 31 chains to 213 miles; also the particulars of the survey of boundaries near Uralla.

HERBERT PALMER.

No. 457.

The Assistant Engineer for Trial Surveys to Mr. Houghton.

21 March, 1879.

MEMO.—Under separate cover I have forwarded to you a level book with its first page reduced.

For the future I shall require you to reduce your levels in the same manner as there shown.

In looking over the level books sent in by you on your last work I have detected several errors in reducing your levels which have remained unchecked through the unsatisfactory system of reducing your book, there being no check whatever on the reduced level of any of your intermediates. By taking out the difference from one intermediate to another and then checking the total difference between rises and falls to agree with the difference between backsights and foresights before filling up the column of reduced levels you can alone trust to having the reduced level column correct.

HERBERT PALMER.

No. 458.

No. 458.

The Assistant Engineer for Trial Surveys to Mr. Napier.

21 March, 1879.

MEMO.—In order to put away in complete sets of books in connection with the permanent staking of the extension from Tamworth to Uralla, I shall require your books containing the particulars of curves, &c., and details of survey of boundaries, &c., from 231 miles to Uralla.

HERBERT PALMER.

No. 459.

Mr. Francis to The Engineer-in-Chief.

Sir,

Camp, near Armidale, 22 March, 1879.

In reply to your memo. of the 20th instant, asking what arrangements have been made for carrying out the survey of the deviation to Armidale, and the time likely to be occupied in the survey, I have the honor to inform you that I have posted Mr. Houghton, between Armidale and Dumaresq, on that portion of the old line north of Saumarez Creek, with instructions to make a traverse survey of that portion of the deviation, and am myself engaged on the portion between 250 miles on the old line and Armidale. There is a difficulty in getting a satisfactory descent into Armidale, and Mr. Houghton has started his survey without considering the direction that my line must necessarily take to join his survey, and the consequence is that I can only join him at an acute angle. This position of Mr. Houghton's survey must therefore be amended. Considering the nature of the country and the difficulty of obtaining satisfactory gradients to and out of Armidale, I do not think that the plan and section will be ready in less than three or four weeks; Mr. Thompson is levelling and taking a few cross sections where they are likely to be useful.

I have, &c.,

A. FRANCIS.

No. 460.

The Assistant Engineer for Trial Surveys to Mr. Vine.

25 March, 1879.

MEMO.—Enclosed I forward you three tracings, comprising a copy of section of the trial survey from 263 miles to 278 miles of the extension from Uralla to Glen Innes. I this morning received the original section of this length from Mr. Houghton, and send you the tracing in its place. I shall expect a report at the end of the month, stating exactly to what point your cross-levelling is completed to date, also a statement of the probable date on which you will complete the cross-levelling to the end of your present length.

HERBERT PALMER.

No. 461.

The Assistant Engineer for Trial Surveys to Mr. Hoyle.

Sydney, 26 March, 1879.

MEMO.—Attached is a tracing of the town of Glen Innes, which you can transfer to the plan of your present trial survey.

Be sure to close your levels on the old BM, No. 51, which is the one Mr. Vine started from, and let me have the plan and section as early as practicable. I will send you instructions as to future work during next week.

HERBERT PALMER.

No. 462.

The Assistant Engineer for Trial Surveys to Mr. Houghton.

31 March, 1879.

MEMO.—In making up the complete sets of the level and field books of the permanent survey Tamworth to Uralla I find that the check levels from 203 miles 40 chains to 213 miles are missing. As this work was done by you, I wish you to send me the books containing these levels as early as practicable.

HERBERT PALMER.

No. 463.

Mr. Carver to The Engineer-in-Chief.

Progress report.—Survey, Tamworth to Tenterfield.

31 March, 1879.

I HAVE the honor to report having been engaged this month doing my best to find a practicable line by the direct route above the Bolivia Range, and, am very pleased to say, with complete success. I have made a contour survey of the broken awkward country on the Bolivia side, which greatly simplifies the difficulties that are met with there. I have also nearly completed an ordinary trial survey of the Deepwater side of the range. My section of this route will show easy ascending gradients, and 1 in 40 for 3 miles descending, which, as the contour will show, is the best that can be done. Two tunnels will be necessary, of 25 and 12 chains (nearly) in length respectively, through solid granite. This route will be 8 miles shorter than the original; will save 3 miles of 1 in 40 gradients; its summit level will be 100 feet lower, and will avoid the necessity of falling 200 feet to the level of Bolivia (which has to be regained as speedily as possible, as shown in original section, or in any proposed improved line in that direction). Comparing this route with my improved line No. 1 (sketch plan and section of which I have forwarded), a saving of 4 miles in distance will be made, and in the matter of levels and gradients the two lines would be about equal. I hope shortly to forward you my plans and sections, and I feel persuaded when you take into consideration the advantage of the direct line in point of distance alone that you will see nothing to prevent the adoption of that route for the final one.

N. P. CARVER.

No. 464.

Mr. Vine to The Engineer-in-Chief.

Progress report.

31 March, 1879.

I HAVE been employed this month surveying fences, creeks, boundaries of properties on the permanent line from Tamworth to Uralla. I have removed my camp from Uralla to Little Mount Dural, on the line from Uralla to Glen Innes. I have taken up the cross levelling of the trial line at Δ 99, at or near the 263-mile point, and have the cross-levelling completed to 265 miles. These 2 miles run over a very broken piece of ground, which has necessitated a good many cross section lines to be run in order that the best section and line may be got.

I purpose extending this piece of work about $\frac{1}{2}$ mile further, when I will send the plan to Sydney, probably Friday next. The plan is plotted to 4 chains to 1 inch; all the cross section lines are put on the plan up to 265 miles. As soon as I am enabled to get the next $\frac{1}{2}$ mile cross-levelled I will complete the plan and forward it to Sydney without delay. I believe Mr. Napier has made his starting point about 274 $\frac{1}{2}$ miles, working towards Glen Innes; if so, I may be able to get this length centre line and cross levelling completed about the end of May; possibly it will take longer, as the country through which the line runs is very dense in places with timber and scrub.

ALFRED VINE.

No. 465.

Mr. Hoyle to The Assistant Engineer for Trial Surveys.

Sir,

Camp, Blair Hill, 1 April, 1879.

I herewith send you the remainder of tracings of a traverse I have run down the Mann River past Blair Hill, in order to improve the fall from Ben Lomond.

By the tracings you will see that the line is very rough in places, but is an improvement on my first survey, and it will be greatly improved when cross-sectioned and worked up. The length of my new line will be about 23 miles 70 chains from departure to junction with old survey, against 19 miles 40 chains, the length of old survey, so lengthening it 4 miles 30 chains (about). I do not see any way of shortening this distance; in fact I can see no other line to be got eastward of my first survey. I find that on the last tracings I sent you I had plotted the section from station 34 to 60 (sheet M) 10 feet too high, so have re-plotted it on my first sheet.

The portion from station 20 to 60, I fear, can be very little improved, as the river is so confined and the hills so steep; but nearly the whole of the other portions there is any amount of room to work on. The rising of the Dividing Range between Maronan and Beardy gives a short but steep rise and heavy work, but I think that can be improved. Until I hear from you I am running a traverse to the north-east of Blair Hill, but I do not think it will give me a line, and if it does it will be very rough and bring me down near to Glen Innes racecourse.

If you are coming up north I wish you would come and ride over this line. If you come up to the "Ben Lomond Hotel" by the coach I could meet you there with horses, and it would be an easy ride along my line through to Glen Innes in a day. Will you kindly send me instructions whether I am to return to Ben Lomond and work up this line, or to try for another on the western side of my old survey. I do not think there is the slightest chance of getting any other line on this side, and very little on the western side. I am at present camped on the Maronan Creek, at the back of Blair Hill. Please address your letters to Ben Lomond, I so get them a day sooner.

I have, &c.,

J. W. HOYLE.

No. 466.

The Assistant Engineer for Trial Surveys to Mr. Hoyle.

4 April, 1879.

MEMO.—I have received your tracings of plan and section of amended trial survey, *via* Mann River. Please send me by return mail the original section of the first trial line from 292 miles to 326 miles, which you took from this office, and I will return it to you if you have any further use for it. I cannot tell whether your amended trial line should be worked up until I have made a comparative estimate of the two lines. In the meantime I wish you to return to Ben Lomond, and to try if any improvements can be made by taking the western side of the gully, by which your original line made the descent from Ben Lomond to the crossing of Narwen Creek, and after this has been tried you should examine the country still more to the westward. I shall come up to ride over all these trial lines before adopting the final line, and shall try to get away as soon as possible after Easter.

HERBERT PALMER.

No. 467.

Mr. Houghton to The Engineer-in-Chief.

Sir,

Camp, Armidale, 9 April, 1879.

I do myself the honor to transmit under separate cover—

1. Plan and section of a trial line from Armidale to between Δ s 51 and 53 of Mr. Vine's survey, Saumarez Creek, Devil's Pinch.
2. Field and level book belonging thereto.
3. Check levels of 203 miles 40 chains to 213 miles (Tamworth to Armidale), as requested by Mr. Palmer.

After careful examination of the country I thought the above line as best calculated to combine shortness with practicable gradients.

This line has been carefully surveyed, pegged, and trenched in the usual manner.

It will be seen that the gradients between Δ 13 and 19 are rather severe, and the works, though not very heavy, long.

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I now believe that by putting in an additional curve or two, and adding about 15 chains to the length of line, a line showing easier grades and works (from Δ 13 to Δ 24) could be surveyed.

I surveyed the existing length on account of its being the shortest and a long straight.

Until I receive instructions I shall survey the deviation alluded to, of which I hope to transmit plan and sections in a few days.

On account of my not having the reduced heights of either Mr. Vinc's BM 7 or Mr. Francis's BM, I had to assume datum line. Could also not put the reduced levels to the gradients on section.

As the quality of the paper supplied did not allow me to wash in the hills, I have such hills indicated in pencil.

I have, &c.,

VICTOR S. HOUGHTON.

No. 468.

Memo. by Engineer-in-Chief.

Great Northern Railway—Tamworth to Uralla.

10 April, 1879.

PLAN and book of reference forwarded for approval of the Lieutenant-Governor and Executive Council.

I forward herewith for the approval of the Lieutenant-Governor and the Executive Council, pursuant to clause 13 of the Government Railways Act 1858, plan and book of reference of land to be resumed under the provisions of that Act, for the extension of the Great Northern Railway from Tamworth to Uralla, being part No. 1 of the extension from Tamworth to Tenterfield: Commencing at a point marked "A," at 182 miles, near Tamworth, and terminating at a point marked "B," at 245 miles and 44 chains, at Uralla, being a length of 63 miles and 44 chains.

In 1878 the Crown Solicitor advised "that in future when a line of railway is finally agreed upon, before any Gazette or other public notice is given, the lands that can be brought within the provisions of the Public Railway Lands Resumption Act of 1874 shall be resumed by notice under that Act, and that when this has been done, but not before, the usual steps be then taken under the Railway Act to take and appropriate for railway purposes all such lands belonging to private owners as shall not come within the operation of the Act of 1874."

Tracings and list of lands to be resumed under the Public Railways Land Resumption Act of 1874 were forwarded on the 29th ultimo.

JOHN WHITTON.

No. 469.

The Assistant Engineer for Trial Surveys to Mr. Houghton.

15 April, 1879.

MEMO.—As soon as you have forwarded the plan and section of the deviation mentioned in your letter of the 9th inst. you may proceed with the clearing and staking of the tangent lines from Saumarez Creek towards Glen Innes.

Under separate cover I return your 4-chain plan of cross levels taken on the original trial line, and on this plan I have laid down (in blue) the tangent lines that are to be staked. These lines must be thoroughly cleared and most accurately staked, and run out past the points of intersection, as on the portion of the line between Tamworth and Uralla.

The curves may also be set out so that the through chainage may be carried on as rapidly as possible. The tangent line, marked No. 1, must be staked out about 23 chains south of Saumarez Creek, to allow of its being intersected by the last tangent line on that side of the creek.

HERBERT PALMER.

No. 470.

The Assistant Engineer for Trial Surveys to Mr. Martin.

16 April, 1879.

MEMO.—As soon as you have completed the trial holes you may send in the book with all particulars noted. Your party must then be paid off, and this should be done through Mr. Francis.

I expect to be in Arnidale during the first week of next month, and may then arrange for further employment for you on trial holes between Uralla and Glen Innes; but you are to distinctly understand that this will depend upon whether the staking is sufficiently advanced to allow of this being done, so you can wait or not, as you like; and your wages will of course cease from the time you pay off your present party until such time as I put you on again.

HERBERT PALMER.

No. 471.

Mr. Francis to The Engineer-in-Chief.

Sir,

Barley-field Lagoon, near Uralla, 16 April, 1879.

I have the honor to inform you that I have transmitted plan and section of the deviation to Arnidale by this day's post. A portion of the line needs amendment (from 7 miles 30 chains to Martin's Gully). Mr. Thompson is taking cross sections, which will show how the line can be improved between these points and strengthened in other places. The books containing these cross sections will be forwarded to the office in a few days.

I have, &c.,

A. FRANCIS.

No. 472.

No. 472.

Mr. Houghton to The Engineer-in-Chief.

Sir,

Camp, Armidale, 19 April, 1879.

I do myself the honor to transmit, under separate cover, plan and section of a deviation line from Δ 11 to Δ 24 of my trial line, Armidale— Δ 52 on trial line, Saumarez Creek, Devil's Pinch. This deviation is carefully surveyed and marked, and as the levels of this deviation close on station 24 within 0.13 of a foot (without intermediate check), I have left no bench marks; the more so as the bench marks on the corresponding length of trial line will easily be accessible for checking purposes. The water-courses are dry, and carry only storm-water.

As I do not transmit level and field book of the above-mentioned deviation, I have given all bearings, lengths, and levels (in red) on the plan, the junctions in blue.

After finishing marking, &c., on Monday, I shall shift camp on Tuesday morning to Saumarez Creek, to proceed with the clearing, &c., of tangent lines, &c., according to instructions received.

I have, &c.,

VICTOR S. HOUGHTON.

No. 473.

Mr. Francis to The Engineer-in-Chief.

Sir,

Uralla, 19 April, 1879.

I beg leave to correct an error made by me on the plan of the deviation to Armidale.

The first line on this plan is shown leaving the original trial line at 250 miles. This is a mistake; it leaves at 3 miles 40 chains on the mileage marked in red on the plan, or about $5\frac{1}{2}$ chains short of the 250 miles. There are no pegs on the ground corresponding with the mileage marked in blue.

I have, &c.,

A. FRANCIS.

No. 474.

The Assistant Engineer for Trial Surveys to Mr. Francis.

19 April, 1879.

MEMO.—I have received the through plan and section of the trial survey of deviation through Armidale. You may now proceed with the permanent staking of the line from Uralla by the original trial survey route, and you may instruct Mr. Thompson to assist you. I have returned to Mr. Houghton the plan of cross levels from Saumarez Creek with the tangent lines laid down, and have instructed him to stake these out and set out the curves, so that the through chain pegs can be carried forward with the least possible delay. The 60-chain curve towards the end of your length should be 160.

I hope to be up in Armidale during the first week of next month, and will then arrange for the lock-pitting trial holes, &c.

HERBERT PALMER.

No. 475.

The Assistant Engineer for Trial Surveys to Mr. Martin.

19 April, 1879.

MEMO.—I wish you to send me by return mail your note-books of particulars of trial holes fully made up to date; the particulars then remaining to be obtained you can write on note paper and forward when the whole are completed.

HERBERT PALMER.

No. 476.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

21 April, 1879.

MEMO.—Herewith I forward a plan showing by a black line the route of the Northern Railway sanctioned by Parliament from Uralla to Glen Innes, passing about 5 miles due west of Armidale, and by a red line the route surveyed as a deviation through Armidale. This line would lengthen the main line $6\frac{1}{2}$ miles, would give considerably increased earthwork per mile, and would reach a lower level by 200 feet than on the direct route, giving in consequence heavier gradients.

A branch into Armidale from some point on the black line at about 258 miles would give at least a mile less of railway to construct than would be the case on the red line.

H. PALMER.

In accordance with your verbal instructions, I have arranged for the continuation of the permanent staking from Uralla northwards *via* the black line until otherwise instructed.—H.P.

No. 477.

Telegram from Mr. Gill to Assistant Engineer for Trial Surveys.

23 April, 1879.

SEVERAL parties are trespassing on railway reserve, destroying best timber, stripping bark, &c. Informed Crown Lands Bailiff. Mr. Garland is referring to Inspector General of Police. Immediate steps necessary, as others will do same.

JOHN GILL.

No. 478,

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No. 478.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

28 April, 1879.

MEMO.—The survey of the proposed deviation into the town of Armidale having been completed, the surveyors who were employed upon that work have now returned to continue the permanent staking of the line from Uralla to Glen Innes, as authorized by Parliament, and which passes to the west of Armidale.

The staff of surveyors is disposed as under:—Messrs. Francis and Thompson have the length from Uralla to Saumarez Creek cross-levelled, and I have returned the plan with the tangent lines for this length laid down, the through chaining, survey, and levelling being in hand. From Saumarez Creek northward Mr. Houghton has about 6 miles cross-levelled, and he is now staking out the tangent lines through this length, and setting out the curves prior to the through chaining being brought up by Mr. Francis. Mr. Vine is now cross-levelling the length ahead of Mr. Houghton, and Mr. Napier in advance of Mr. Vine. (I have the tangent lines laid down on the first 3 miles of Mr. Vine's cross-levelled portion.) Mr. Hoyle has been making amended surveys through from Ben Lomond to Stonehenge, and has more to do in that direction.

In order to make the best arrangements for the speedy completion of the permanent staking of the next contract beyond Uralla, I should like to proceed to Armidale at the end of the present week to lay down the tangent lines on the lengths cross-levelled (to the date of my arrival there) by Mr. Vine and Mr. Napier, to examine the proposed alterations of the route between Ben Lomond and Glen Innes, to arrange for the lockspitting and sinking of trial holes to keep pace with the staking, and, if I can spare the time, to proceed to the examination of the amended surveys being made by Mr. Carver between Glen Innes and Tenterfield and Bolivia.

HERBERT PALMER.

No. 479.

The Assistant Engineer for Trial Surveys to Mr. Francis.

21 May, 1879.

MEMO.—I arranged with Mr. Dewhurst when passing through Tamworth on the 19th instant that the men who did the lockspitting of the centre line from Tamworth to Uralla should proceed to Uralla to continue this work.

Please report on receipt of this memo. to what point the through chain pegs have been put in, and on what date they will be carried as far as Saumarez Creek. The rate for lockspitting will be same as on the last length, viz., 9d. per chain, and vouchers for this work should be sent in by you with your monthly returns.

HERBERT PALMER.

No. 480.

The Assistant Engineer for Trial Surveys to Mr. Francis.

21 May, 1879.

MEMO.—I wrote to Martin a few weeks ago telling him that I expected to be in Armidale during the first week of this month, giving him the option of waiting from the date on which he was paid off until I should see him, when I intended, if the levelling of the centre line beyond Uralla was sufficiently advanced, to start him upon the trial holes from Uralla to Glen Innes. I did not see Martin when I was in Armidale, and have not heard from him. Can you please ascertain what he did with the tools used by the men sinking trial holes, and where they are now deposited, as they should be made available for next length.

HERBERT PALMER.

No. 481.

The Assistant Engineer for Trial Surveys to Mr. Francis.

22 May, 1879.

MEMO.—Under separate cover I have forwarded to you per Cobb & Co. a plan of the original trial survey Uralla to Armidale, on which I have shown your late trial survey of the deviation to Armidale from the line passing to the west of that town. A plan and section is now required from Uralla *via* Lambing Gully to Armidale to join the line surveyed by Mr. Houghton.

You may plot on the plan I now send you the continuation of the permanently staked line from 245 miles until you run off the paper. From the point marked A. on the plan stake out a line to join the point marked B on original trial line.

From B to C this trial line may be adopted, and from C to D a new survey will be required. I forward with the plan the original sections. You may plot a new through section from Uralla (transferring the portion of old line to be adopted), and the new traverse and new through mileage may be plotted on the mounted tracing. This section is urgently required, and you may instruct Mr. Thompson to assist you as you may direct, and as soon as you are in a position to do so report when I may expect to receive the plan and section. From what I remember of the ground, I imagine you can obtain a practicable section by keeping at the rear of the Armidale Gaol.

HERBERT PALMER.

No. 482.

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No. 482.

The Assistant Engineer for Trial Surveys to Mr. Vine.

30 May, 1879.

MEMO.—Under separate cover I have returned your 4-chain plan of cross levels, through which I have laid down in blue the line to be permanently staked. I also return the section and the tracing of the two last lines to be staked by Mr. Houghton.

You may clear and stake out the curves so that the through chainage may be carried on with the least possible delay.

HERBERT PALMER.

No. 483.

Mr. Francis to The Engineer-in-Chief.

Sir,

Camp, Saumarez Creek, 30 May, 1879.

Your instructions for a trial survey to Armidale by Lambing Gully were received by me to-day. Through carelessness on the part of the postmaster at Armidale they were sent to Guyra.

The line is permanently staked and chained up to 252 miles 40 chains, and about half the distance between this point and Saumarez Creek is staked and cleared. The working plan is plotted but not inked in to 252 miles 42 chains, and pegs nearly enough to complete the setting out to Saumarez Creek are made. Mr. Houghton informs me that he can finish setting out to $4\frac{1}{2}$ miles beyond Saumarez Creek in two or three days. I wish now to know whether you wish me to abandon the work on which I am engaged and proceed at once with the trial line, or whether you wish to have the permanent staking and chaining completed to the end of Mr. Houghton's length before I leave my present camp, or whether you wish Mr. Houghton to take up the work and complete it. It is raining heavily here, and the lanes are all under water and very much cut up, and I do not think that I shall be able to get away from my present camp until the weather clears up and the roads have time to dry.

Please reply by telegram.

I have, &c.,

A. FRANCIS.

Perhaps it would be better to let Mr. Francis complete to the end of Houghton's length before commencing the deviation into Armidale.—J.W., 3/6/79.

Telegraphed to Mr. Francis, complete staking and survey to end of Houghton's length before shifting on trial line.—H.P., 5/6/79.

No. 484.

The Assistant Engineer for Trial Surveys to Mr. Napier.

30 May, 1879.

MEMO.—Under separate cover I have returned your 4-chain plan of traverse and cross levels. Before selecting the final tangent lines I wish you to produce No. 3 line, as shown in pencil on the plan, and to send me a longitudinal section of its entire length, and to show cross levels on the plan across to both of your traverses where required.

From station 12a to F I have laid down a line in pencil, and you may produce your cross levels where required, to enable me to judge whether this line may be adopted. On completing this work you may return the plan and section together.

HERBERT PALMER.

No. 485.

Mr. Carver to The Engineer-in-Chief.

Sir,

Camp, near Deepwater, 4 June, 1879.

I have the honor to inform you that by same mail I forward plan and section.

I have, &c.,

N. P. CARVER.

No. 486.

The Assistant Engineer for Trial Surveys to Mr. Vine.

4 June, 1879.

MEMO.—Please send me a list of the names of all the owners of selections through whose land the new tangent lines will pass, and, if possible, the numbers of corner pins, so that I may procure the original plans of the survey of each alienated portion.

HERBERT PALMER.

No. 487.

The Assistant Engineer for Trial Surveys to Mr. Houghton.

4 June, 1879.

MEMO.—On your earliest opportunity I wish you to procure from Mr. Francis a rough tracing of the portion (north of Saumarez Creek) of the plan of original surveys of selections 20 chains to an inch, which I left with Mr. Francis at Armidale.

I wish you then to ascertain whether there are any other selections through which the tangent lines will pass that have not been noted on that plan to the end of the last length forwarded to you; and if so, to send me a list of the names of the owners, to enable me to procure from the Lands Department the original plans of the survey.

H. PALMER.

No. 488.

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No. 488.

The Assistant Engineer for Trial Surveys to Mr. Napier.

4 June, 1879.

MEMO.—I wish you to change the radius of the first curve on your present length from 32 chains to 36 chains, and please send me a list of the names of all the owners of selections through whose land the new tangent lines will pass, from the commencement of your length to the Gyra River at F, so that I may procure the original plans of the survey of each alienated portion.

HERBERT PALMER.

No. 489.

Telegram from Mr. Houghton to Engineer-in-Chief.

Armidale, 5 June, 1879.

MR. FRANCIS shifts camp this morning. Shall I take up his unfinished work, or continue on main line? Self shift camp from here on Saturday, if not otherwise instructed. Await answer.

No. 490.

Telegram from Mr. Francis to Engineer-in-Chief.

Armidale, 6 June, 1879.

I REMOVED camp yesterday; received telegram this morning. Mr. Houghton is still at Saumarez Creek, waiting your instructions.

No. 491.

The Assistant Engineer for Trial Surveys to Mr. Francis.

6 June, 1879.

MEMO.—I received your memo. yesterday, asking for instructions whether you should remain at your camp at Saumarez Creek to complete the staking to that point, or shift camp to commence the trial line by Lambing Gully. I then telegraphed to you to complete the staking before shifting camp. Soon after sending away that telegram I received one from Mr. Houghton, stating that you intended shifting camp yesterday, and I have now received one from you confirming that statement. It would have been better if you had waited for instructions before taking this step. I now wish you to give Mr. Houghton all the necessary information and instructions to enable him to carry on the through chainage and the details of survey for working plan until such time as you may be ready to continue this work yourself.

HERBERT PALMER.

No. 492.

The Assistant Engineer for Trial Surveys to Engineer-in-Chief.

Sydney, 7 June, 1879.

MEMO.—Attached is a tracing of a correct reduction of the plan of the extension Tamworth to Uralla, to a scale of 2 miles to an inch. As this information has been applied for by Mr. Willis, of the Compiling Branch of the Lands Department, to enable him to chart the line of railway on the maps of the counties of Inglis and London, I presume it may be forwarded to him.

HERBERT PALMER.

No. 493.

The Assistant Engineer for Trial Surveys to Mr. Carver.

10 June, 1879.

MEMO.—I have received your plan and section and cross-levels, and have laid down the tangent lines as far as this can be done. I will keep this plan until I receive the next one showing a continuation of the cross-levels on the Bolivia descent.

On the completion of this next work you may forward me the plans, and I will return the two, together with the tangent lines, all fixed. As your camp will be in the best position for commencing the tangents of the northern end of the work, it will be your best plan to work backwards, and shift camp afterwards, to complete the Deepwater end.

Give me at least a week's notice of the date on which your next work will be sent in; and while waiting for the return of the plans (if possible by return mail) you may examine and report upon the country between Bolivia and Tenterfield, with a view to improve the original trial line.

HERBERT PALMER.

No. 494.

The Assistant Engineer for Trial Surveys to Mr. Napier.

10 June, 1879.

MEMO.—Under separate cover I return portion of 10-ch. plan, showing the first two tangent lines, which I conclude have been staked.

As there were not nearly sufficient cross levels (on the last plan I returned to you) between E and F, I instructed you to stake out and level the line (No. 3) produced, and to cross level right and left of this line, so that I might be able to determine the best line procurable through this length. You may proceed with this line or lay off another bearing from the point where you have discontinued it, which you think may strike F, and lay these lines with all cross levels taken in their proper position on the plan, and return it to me without delay, so that these tangents may be laid out.

HERBERT PALMER.

No. 495.

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No. 495.

Mr. Hoyle to The Assistant Engineer for Trial Surveys.

Sir, Railway Survey Camp, Ben Lomond, 14 June, 1879.

I have the honor to acknowledge receipt of your memo., dated 10th instant, and in reply, to state that I remained in Glen Innes on the 13th, wishing to attend a chess meeting that evening; but I did not delay my work at all, as if I had returned on the 13th I should have been too late to go into the field, and so I thought there was no harm in my remaining in town, as long as I was at my work the next morning. I was out in the field with my men at 9 o'clock on the morning of the 14th, having left Glen Innes before daylight. I most certainly do not lose any of the fine weather for my field work.

I could give no report of progress the end of last month, as on account of the bad weather I had none of my work connected; but now I can inform you that I have run a new line (according to your instructions) between the 300 and 310 miles old survey, plan and section of which I will forward you to-morrow or the day after.

I have, &c.,
J. WALKER HOYLE.

No. 496.

The Assistant Engineer for Trial Surveys to Mr. Vine.

16 June, 1879.

MEMO.—I have received the plan and section of trial survey east of the Black Mountains. You may proceed with the cross-levelling of this length, adopting the deviation in black from 30a, 31a, and 32a to the junction with the original trial line.

Let me have the plan of cross levels as soon as completed, and I will arrange the tangent lines while you stake out those I have already determined.

HERBERT PALMER.

No. 497.

Mr. Hoyle to The Assistant Engineer for Trial Surveys.

Sir, Railway Survey Camp, Ben Lomond, 16 June, 1879.

By this post I forward you the new line I have run down Ben Lomond according to your instructions. I have commenced to level it, and as soon as complete will plot to a 4-chain scale and forward to you. Would you forward me some more paper (plan and section), also tracing paper, as I have used all I had.

I remain, &c.,
J. WALKER HOYLE.

No. 498.

The Assistant Engineer for Trial Surveys to Mr. Hoyle.

20 June, 1879.

MEMO.—Attached is a tracing of the section of your last survey at Ben Lomond. When cross-levelling for the 4-chain plan be careful to take a sufficient number between the new and old survey to enable me to plot sections to different gradients, keeping in view the upper 1 in 40 gradient shown in pencil on the tracing, which is the one I should prefer to adopt, and report as early as you can when I may expect to receive the 4-chain plotting.

HERBERT PALMER.

No. 499.

The Assistant Engineer for Trial Surveys to Mr. Francis.

20 June, 1879.

MEMO.—With reference to a telegram from Armidale published in this morning's *Herald*, to the effect that the residents of Armidale are not satisfied with the route being surveyed through Armidale, the Engineer-in-Chief wishes you to see the Mayor and ascertain from him what is the route that, in the opinion of the townspeople, is the best, and to report upon it when you have time to examine it (on to completion of your present survey), and if it has any advantages it may be surveyed.

HERBERT PALMER.

No. 500.

Mr. Francis to The Engineer-in-Chief.

Sir, Camp, Kelly's Plains Road, 25 June, 1879.

I have the honor to inform you that, in obedience to your instructions of the 20th instant, I waited on the Mayor of Armidale yesterday and asked him what, in the opinion of the townspeople, is the best route through Armidale. His reply was to the effect that the townspeople are not agreed on the subject. Those who own property at the east end of the town are desirous that the railway should pass by or through the east end; another party owning property at the west end wish the railway to pass through that quarter of the town. The Mayor, however, believes that the majority of the townspeople have no desire whatever to dictate to the Department or to the Government on the subject, but would be perfectly satisfied with any line that would pass through or reasonably near to the town. He also informed me that a line on which I am now engaged is identical with a route proposed by Mr. Greaves, the district surveyor, who takes great interest in the matter. His Worship the Mayor also begs to state that he is not in any way responsible for the telegram which appeared in the *Sydney Morning Herald* of the 20th instant, and that he does not know who is. I learn, however, from private sources that Mr. Wilson, the Council Clerk of Armidale, sent the telegram, and that Mr. Manning, formerly a cadet in the Railway Department, is one of the competent judges mentioned in it, and that he is the surveyor who has undertaken to survey the route said in the telegram to be easier, shorter, and cheaper than the one now being surveyed. I have not seen either of these gentlemen.

I have, &c.,
A. FRANCIS.

No. 501.

No. 501.

The Assistant Engineer for Trial Surveys to Mr. Napier.

27 June, 1879.

MEMO.—Under separate cover I have forwarded the plans received this morning, on which I have laid down in blue the tangent lines and curves to be staked out from No. 3 to 8 inclusive. If the 40-chain curve at the intersection of No. 2 tangent with the old No. 3 has been set out, it must be of course lengthened to suit the new No. 3 tangent.

On completing the staking of this length you may apply to Mr. Hoyle, now at Ben Lomond, for a plan of the trial survey from F to the commencement of the Bolivia descent, and this portion will then require to be cross-levelled before the tangents can be selected.

HERBERT PALMER.

No. 502.

The Assistant Engineer for Trial Surveys to Mr. Greaves.

27 June, 1879.

My dear Sir,

It has been represented at this office that the residents of Armidale are not satisfied with the route of the trial survey now being made by Mr. Francis, *via* Lambing Gully, to Armidale, and that you can recommend a better and easier one. Will you kindly, at your earliest convenience, send me a sketch or tracing of county map showing the direction which, in your opinion, will give the best approach to Armidale from Uralla, and thence to join the trial survey already made *via* Little Dural and the Black Mountain to the Mother of Ducks Lagoon.

I am, &c.,

HERBERT PALMER.

No. 503.

Mr. Carver to The Engineer-in-Chief.

Progress report.

30 June, 1879.

I HAVE the honor to inform you that, after completing the plan forwarded to you during the early part of the month, I afterwards did the permanent staking 3 miles decided on by Mr. Palmer.

From the termination of my work on the range, as shown on plan above mentioned, I have since run two new trial lines to the summit, together 3 miles in length.

As my original trial line simply followed the easiest route, to test certain points of great importance, it is in some places, and particularly here, a good deal out of position, so that I set out a new line from which to work as a base, and also a second line, which crosses the range at a *new* point, with a view of avoiding, if possible, an awkward spur. These three lines, with the cross-levelling between them, will show this important piece of country with considerable accuracy. I intended to have shifted camp on the 23rd, but was prevented by wet weather, and since then work has been entirely suspended in consequence of a *very high* flood, accompanied by the most destructive storm I have witnessed in the Colony. Trees were blown down by the hundreds, and one of the tremendous squalls on the night of the 24th demolished my camp. Three of my 12 x 10 tents were literally torn out of their ropes; one contained forage, which I also lost. It will cost me a month's field allowance to repair my loss.

N. P. CARVER.

No. 504.

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

Survey of Railway Line through the Town of Armidale.

30 June, 1879.

I FORWARD herewith, for the information of the Minister, a copy of Mr. Francis's report of an interview with the Mayor of Armidale in reference to the proposed route through the town of Armidale, and the alleged dissatisfaction of the inhabitants therewith.

JOHN WHITTON.

No. 505.

Mr. Greaves to The Assistant Engineer for Trial Surveys.

District Surveyor's Office, Armidale, 1 July, 1879.

Sir,

1. In acknowledging the receipt of your letter of the 27th ultimo, 79-657, I hasten to furnish you with a rough tracing from the map of Sandon, showing what I believe to be a practicable line for a railway from the Lambing Gully line into and through the town of Armidale.

2. From the nature of the country directly to the south of Armidale, I am of opinion that a line cannot easily be made in that direction, although two trial lines have been marked out; but by a little divergence to the south-east an excellent line can be found, which can be brought into the town in two ways (see tracing).

3. I will now explain the line which I propose to point out as the one perhaps the best suited to be surveyed (made). The red line C to D and on B was surveyed, I believe, by Mr. Herbert, levels of which will be in your possession. I propose to utilise this line, C to D, and then to follow the red line on to A, where Mr. Houghton has surveyed, I believe, a good line outward.

4. Between D and A there is a narrow ridge and gap, which presents the only trouble on the line, and there a cutting (say) 40 feet and 6 chains long would give a grade of (say) D to cemetery, 1 in 80; cemetery to A, 1 in 65 or 70.

This is an excellent line, and it has this merit that it passes wholly through unsold lands, within the town boundary, and has no narrow curves.

An alternative line is shown through the town, but I think if the dark red line is surveyed it will be adopted.

The blue lines are late trial surveys by Mr. Francis.

I have, &c.,

W. A. B. GREAVES.

I am informed that Mr. Francis proposes to survey the line D to A, and has commenced.—W. A. B. GREAVES.

No. 506.

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No. 506

Mr. Houghton to The Assistant Engineer for Trial Surveys.

Sir,

Camp, Saumarez Creek, 1 July, 1879.

I have the honor to report that I have been unable to act upon your instructions regarding portions of land traversed by my length of line, as the tracing furnished to me by Mr. Thompson appears incorrect, and the line as marked thereon much out of position.

I propose, on finishing the through chainage of my length (in a very few days), to survey and fix a portion on either extremity of my length which will enable me, by plotting the tangent lines of my length to 20 chains to an inch, to fix the intervening portions, which I can get at the District Surveyor's Office in Armidale with accuracy.

I beg leave to ask for instructions regarding the through levelling of my length.

I have, &c.,

VICTOR S. HOUGHTON.

No. 507.

The Assistant Engineer for Trial Surveys to Mr. Houghton.

3 July, 1879.

MEMO.—With reference to the information I required concerning the portions of alienated land, you may send me a diagram of your tangent lines to a 20-chain scale, giving a fixed portion at either extremity, and I will procure the necessary information at the Lands Office here.

On completing the through chainage to the end of your present length you may take up the levelling and check-levelling from the point where it was discontinued by Mr. Thompson, at 252 miles 40 chains.

That is the last chain peg of which I have the reduced level, and there is a BM, No. 14, to the right of 252 miles 40 chains, 1.87 chains distant, the reduced level of which is 3,446.74.

You may send in your level books with the check levels as the books are filled, and the plotting will be done in this office.

HERBERT PALMER.

No. 508.

Mr. Francis to The Engineer-in-Chief.

Sir,

Camp, near Armidale, 4 July, 1879.

I beg to inform you that I have succeeded in connecting Mr. Herbert's line with Mr. Houghton's by a practicable route through Armidale, and shall be ready to forward plan and section to the office in a few days.

I have, &c.,

A. FRANCIS.

No. 509.

Mr. Francis to The Engineer-in-Chief.

Sir,

Armidale, 5 July, 1879.

I forward by this day's mail section of a trial line connecting Herbert's line by Lambing Gully with Mr. Houghton's line at Armidale. The line is somewhat longer than those suggested in the instructions, but it is the only feasible way that I can discover of connecting the two lines. The plan will be forwarded in a few days.

I have, &c.,

A. FRANCIS.

No. 510.

Mr. Vine to The Engineer-in-Chief.

Sir,

Camp, Guyra, 7 July, 1879.

I would be glad to be informed if I may be permitted to employ another man or two while I am engaged on this portion of the line, to assist in clearing the tangent lines. The country here is heavily timbered. I am engaged in setting out the permanent line, and have five men—one employed as cook and one whose time is partially taken up in going to post and getting rations for the camp, so the greater part of the time I have only three to assist me, consequently I cannot get on so fast with the general progress of the work as I should wish. By having one or two more men it would facilitate the general progress of the work with greater satisfaction to myself and the department.

I have, &c.,

ALFRED VINE.

The length which Mr. Vine is now staking out permanently is heavily timbered, and there are a good number of curves throughout the length; and as both tangent lines and centre lines have to be well cleared, I think Mr. Vine might be allowed to employ two extra men until he is ready to hand over the through chainage to Mr. Napier.—H.P., 14/7/79.

No. 511.

The Assistant Engineer for Trial Surveys to Mr. Francis.

8 July, 1879.

MEMO.—I have received your section of the deviation *via* Lambing Gully to Armidale and a junction with Mr. Houghton's trial line. If you have the section of first deviation surveyed by you, please return it without delay.

You

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You may now proceed with the permanent staking of the line, passing to the west of Armidale.

I instructed Mr. Houghton to continue the through chaining and levelling from the points where both had been discontinued by you and Mr. Thompson.

I wish you to ascertain exactly how this work now stands, and to see what length of tangent lines have to be staked to join Mr. Vine's length. Mr. Houghton will be able to give you all the information. You may then make the best arrangements for completing the staking, levelling, cross-levelling, and survey of detail, and give Mr. Houghton all necessary instructions to assist you. I shall require the books of permanent levels as early as practicable, as far as the junction with Mr. Houghton's trial line from Armidale, as it is with the section of the permanently staked line that a comparison with the deviation through Armidale must be made. I presume that Mr. Houghton has carried the through chainage as far as he can from his Saumarez Creek Camp, and is now doing the levelling. If this is the case, I think you should send him forward at once to complete the through chaining while you complete the levelling and surveying.

HERBERT PALMER.

You may show these instructions to Mr. Houghton.—H.P.

No. 512.

Mr. Houghton to The Engineer-in-Chief.

Sir,

Camp, Saumarez Creek, 9 July, 1879.

I do myself the honor to transmit under separate cover—

- (1.) Sketch of tangent lines of my length, with a portion of land surveyed at either extremity ; information for Mr. Palmer.
- (2.) Plan of cross sections of part of my length, showing true position of straight No. 1 (red dotted).

In regard to the former, I beg to say that I have surveyed portion No. 3, parish of Elton, and No. 80, parish of Dumaresque. I have also tied at A and B (marked thus in pencil on plan), and plotted in the intermediate portions from plans from the District Survey Office. The whole of the surveyed lands (as far as laid down) appear to fit very accurately with the length of permanent line which traverses them. It will be seen that the meridian for the permanent line differs materially from that of the measured portions. (Both meridians are given on plan.)

With regard to the plan of cross sections, I beg to state that, on joining straights No. 1 and 2 (both begun by Mr. Francis), I found the actual position of straight No. 1 to be as indicated by the long red dotted line, instead of, as laid down on plan, in blue. As, however, the section did not appear materially altered by such red line, I have maintained it, but have altered the radius from 240 chains to 400 chains, the enclosed angle being much more obtuse ($177^{\circ} 20' 30''$); even in this case the length of curve amounts to only something over 18 chains.

I have also found it necessary to alter curve No. 3 from rad. 60 to 55, as the former would have given me a little less than 4 chains of straight between curves 3 and 4. I also took into consideration that this straight leads directly on to the projected bridge over Saumarez Creek, which, throughout its entire length, will be on a 48-chain curve. I thought that any addition to the length of the above-mentioned straight, however slight, would tend to relieve the bridge of a proportionate amount of strain.

The straight between curves Nos. 4 and 5 is only 3.65.8 chains long, which it exactly scales on my plan of cross sections. I have found that any alteration made in the radii of these curves would materially affect the section, the more so as curve 4 is throughout nearly its entire length situated on a steep siding.

I further beg to suggest (for the information of Mr. Palmer) that the sketch of measured lands would probably be quickest and most accurately completed in the Compiling Branch (Mr. Willis) of the Surveyor General's Department.

I have, &c.,

VICTOR S. HOUGHTON.

Plans received and instructions sent to Mr. Houghton, that the radius of no curve to be altered without reference to this office.—H.P., 15/7/79.

No. 513.

Mr. Francis to The Engineer-in-Chief.

Sir,

Armidale, 10 July, 1879.

Mr. Thompson surveyed the detail and boundaries of properties on the permanent line to within about $5\frac{1}{2}$ miles of Saumarez Creek, but did not plot the work on the working plan; he took the book containing this survey to Sydney. If you wish the working plan to be completed, it will be necessary to return the book to me. I have plotted the lines on the working plan as far as I chained up, but have not penned anything in lest the deviation through Armidale should be adopted.

I have, &c.,

A. FRANCIS.

No. 514.

Mr. Francis to The Engineer-in-Chief.

Sir,

Armidale, 10 July, 1879.

Forwarded by this mail plan of deviation through Armidale.

A. FRANCIS.

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No. 515.

The Assistant Engineer for Trial Surveys to Messrs. Fairy & Fenton.

11 July, 1879.

MEMO.—Mr. Houghton is now proceeding with the staking, which will be carried forward continuously to Ben Lomond. There should therefore be sufficient work to keep two going without any broken line.

HERBERT PALMER.

No. 516.

Mr. Francis to The Engineer-in-Chief.

Sir,

Armidale, 12 July, 1879.

I have the honor to inform you that I have arranged for Mr. Houghton to continue the through chainage to Mr. Vine's length. The chaining is completed to about $4\frac{3}{4}$ miles past Saumarez Creek, and about $2\frac{1}{2}$ miles of levelling done, but no check-levelling. I have taken Mr. Houghton's levelling book over, and purpose continuing the levelling in it. The diagram of surveyed portions will be required at an early date.

I have, &c.,

A. FRANCIS.

No. 517.

Mr. Carver to The Engineer-in-Chief.

Survey, Great Western Railway, Deepwater to Bolivia.

Sir,

Deepwater, New England, 12 July, 1879.

I have the honor to inform you that I have discovered a new route for the above line, which I believe will be found a considerable improvement on the original. 1st. Its point of greatest elevation will be no higher than that on the present line. 2nd. It will give about 3 miles more distance in which to make the fall to Bolivia. 3rd. The route will also be shorter.

A new trial survey will be required from Deepwater to Bolivia, which I am now carrying out. I have also made a general exploration of another route, which seems to me would also be an improvement on the old one. It would, however, require a new survey from Deepwater, probably to the Bluff, and as I hope to fix some important points of comparison whilst carrying on my present work, I purpose reporting on this route at some future time. I have met with a good deal of difficulty in exploring, finding the creeks and gullies blocked with boulders, presenting very formidable obstacles to locomotion.

I have, &c.,

N. P. CARVER.

No. 518.

Mr. Houghton to The Engineer-in-Chief.

Sir,

Camp, Saumarez Creek, 14 July, 1879.

I do myself the honor to report that, in pursuance of instructions received, I have delivered to Mr. Francis my field book of length, 252 miles 40 chains to 262 miles 50 chains, permanently staked by me, also level book containing levels from 252 miles 40 chains to 255 miles. My camp shifts from here to Mr. Vine's first camp to-day.

I further beg to state that I do not know how far Mr. Vine's length extends; and as I have about 2 miles to tangent lines to cut and stake, I beg that I may be furnished with a further length, as my next camp will be 2 miles beyond the end of the before-mentioned 2 miles of tangent lines. I could from my next camp work up additional 6 or 7 miles.

I also beg that the diagram of measured portions transmitted by me may on completion be sent to Mr. Francis.

I have, &c.,

VICTOR S. HOUGHTON.

No. 519.

The Assistant Engineer for Trial Surveys to W. A. B. Greaves, Esq.

Sir,

14 July, 1879.

I have the honor to acknowledge the receipt of your letter of the 1st instant, and the tracing accompanying it. The plan and section of the proposed deviation of the Northern Railway lately surveyed by Mr. Francis through the town of Armidale have been sent in to this office. The route selected is in every particular identical with that which Mr. Francis had instructions to survey, after my last visit to the district in May, and it also coincides with the route suggested in your letter, and shown on the tracing as a red line A to D.

I have, &c.

HERBERT PALMER.

No. 520.

The Assistant Engineer for Trial Surveys to Mr. Vine.

15 July, 1879.

MEMO.—By same mail I have returned your 4-chain plan of cross levels, on which I have laid down the tangent lines to your junction with Mr. Napier's work. The 10-chain plan of trial survey is in the same parcel. In making the survey of details you must be most careful to obtain where possible a measurement from the centre line to one of the corner-pins of each measured portion on the boundary line.

HERBERT PALMER.

No. 521.

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No. 521.

The Assistant Engineer for Trial Surveys to Mr. Houghton.

19 July, 1879.

MEMO.—You may apply to Mr. Vine for the 4-chain plan of cross levels on which the tangent lines have been fixed, from the point where your plan leaves off to the point where he will commence the staking of the tangent lines from his present camp, and you may carry the chainage on and hand it over to Mr. Vine. I shall be in Armidale next week, and will arrange with Mr. Francis about the levelling, working plan, &c.

HERBERT PALMER.

No. 522.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

22 July, 1879.

MEMO.—As I have a list of the trial holes that will require sinking on the first 6 miles of the staked line north of Uralla, and as a further list for the next 10 miles will be ready by the time I return to Sydney, I have instructed Martin to make a start with two men. He will not require more than half of the tools which are now at Uralla, so he will take only the requisite number.

Will you please direct that nine sheets may be forwarded to Martin, at Uralla.

I have informed Mr. Francis that he may return 7s. a day for the wages of the men employed by Martin, but I did not fix the rate of Martin's pay. He was paid 12s. a day on the last work; but as I am not aware whether you will allow the same rate for this length, I instructed Mr. Francis to leave the rate to be filled in when the sheet is sent to Sydney.

H. PALMER.

It is most difficult to deal with questions of this kind in Sydney, and the rate which Martin expected to receive should have been inserted in the voucher. Will he work for 10s. a day, or 11s., or 12s.? As I understand he is a good man, he might be worth the largest sum named; but if his services can be obtained for 10s. a day, that rate should be paid. As Mr. Palmer has intimated that his services may be obtained for less than 12s. a day, it is probable he may have had some conversation with Martin, and may be able to suggest what rate of pay Martin expects.—J.W., 11/8/79.

The holes on the length from Uralla to Glen Innes will not be as numerous or as deep as on the length from Tamworth to Uralla, so when re-engaging Martin I explained to him that he would not require so many men as he had under him before, and that he must be prepared to receive a lower rate of wages, if such should be the ruling of the Engineer-in-Chief. I think 10s. a day would be a fair rate of wages on this length.—H.P., 12/8/79.

No. 523.

Mr. Houghton to The Engineer-in-Chief.

Progress report.

31 July, 1879.

DURING the month I have finished the through chainage to 262 miles 50 chains, and rung pegs, cut BMs, &c., for 10 miles and 10 chains. I then started through levelling, and did 2 miles 40 chains, when I received instructions to shift camp to Sawpit Gully. Arrived there I started cutting tangent lines on Mr. Vine's former length, also laid off T.P., &c., for three curves—for the former, 4 miles 26 chains; the latter (survey), about 1 mile 81 chains. I forgot to mention that I also, in the early part of the month, surveyed several portions of land (information for Mr. Palmer), about 2 miles 54 chains.

During nearly the whole of this month I have been suffering slightly from rheumatism, especially before rainy days.

VICTOR S. HOUGHTON.

No. 524.

Mr. Carver to The Engineer-in-Chief.

Progress report.

31 July, 1877.

I HAVE the honor to report having this month been engaged surveying the Bolivia side of the range. The plan I adopted to survey this country, in which the difficulties in the way are very numerous, and where the greatest accuracy must be obtained, has been to first run a new line round the range, so that the permanent line must pass between it and my first trial line, these two lines being tied together by the cross sections set out at from every 2 to 4 chains; every line on the work I have staked and levelled at each chain. I have therefore a horizontal and vertical check at each cross section.

When I have completed this I purpose tracing on plan what I think to be the best section at a 1 in 40 gradient, and setting it out on ground direct off the cross section stakes—that section to accompany plan for you to determine position of permanent line.

During the month I have completed the line round the range, and likewise finished the cross-levelling of $1\frac{1}{2}$ mile of that distance, the latter being very rough work. My plan is also completed to date.

I hope to be able to forward plan and sections next month. We have had some very bad weather, and the usual monthly "flood."

N. P. CARVER.

No. 525.

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

Great Northern Railway.—Proposed deviation through the town of Armidale.

2 August, 1879.

I FORWARD for the consideration of the Minister a plan showing by a black line the centre line of the Great Northern Railway, as staked out from Uralla towards Glen Innes, in accordance with the route approved by Parliament in May, 1878, and passing about 6 miles to the west of the town of Armidale.

The red line on the same plan has been surveyed as a deviation of the main line, and passes through the town of Armidale.

Should

Should the red line be adopted, the additional length of railway to construct will be $7\frac{1}{4}$ miles, and I estimate the extra cost at about £56,000. The gradients on the red line are not so good as on the original line, although there will be no gradient on this line steeper than 1 in 46.

The earthworks per mile will be much about the same on either line.

JOHN WHITTON.

No. 526.

Mr. Francis to The Engineer-in-Chief.

Sir,

Camp, Saumarez Creek, 14 August, 1879.

Books containing levels of permanent line from 252 miles 40 chains to 262 miles 50 chains, G.N.R., by Saumarez Ponds, forwarded by this day's post.

A. FRANCIS.

No. 527.

The Assistant Engineer for Trial Surveys to Mr. Vine.

19 August, 1879.

MEMO.—By same mail I forward the paper for the second part of the working plan, Uralla to Glen Innes, commencing at 270 miles; also a plan of a compilation of alienated portions from Saumarez Creek to the Mother of Ducks Lagoon. This latter plan you may cut, and give to Mr. Houghton the portion that he may require.

Be careful when starting the plotting of the working plan to start the direction of the first tangent line in such a position that the greatest possible length of centre line may be shown without a break.

HERBERT PALMER.

No. 528.

The Assistant Engineer for Trial Surveys to Mr. Hoyle.

19 August, 1879.

MEMO.—By same mail I have returned your 4-chain plotting of cross levels to 314 miles. I have laid down in blue the tangent lines and curves that I wish you to stake out.

HERBERT PALMER.

In the same parcel I send you a compilation of the boundaries of the different alienated portions of land between Marnen Creek and Glen Innes, which you may keep until it is required.—H.P.

No. 529.

The Assistant Engineer for Trial Surveys to Mr. Francis.

25 August, 1879.

MEMO.—By same post I return your level books containing levels from 252 miles 40 chains to 262 miles 50 chains, Uralla towards Glen Innes. I wish you to note in this book the probable size of waterway that will be required at every crossing of creek or watercourse, and to return the book as early as practicable. I also wish you to report when you expect to complete the working plan to your junction with Mr. Houghton.

HERBERT PALMER.

No. 530.

The Assistant Engineer for Trial Surveys to Mr. Houghton.

26 August, 1879.

MEMO.—I think that all the alienated portions on your length are shown on the diagram with Mr. Francis's. If there should be any additional ones, you will be able to get the particulars from the District Survey Office in Armidale. You must be careful to take a measurement to one of the corner-pins of each portion from the point where our centre line intersects a boundary, and to give full particulars as to owners and occupiers, giving Christian names in full.

You must arrange with Mr. Francis to take over from him the working plan, to plot your work upon it, and you can obtain the necessary information from Mr. Vine to allow you to complete the plan to 270 miles, and then return a tracing to Mr. Vine of the last mile, so that he can make a fair start with the second part of the working plan.

Let me have your level and check level books as early as possible, and be careful to note the probable size of culverts and waterways requisite for each watercourse, and report when you expect to complete working plan and cross levels.

HERBERT PALMER.

No. 531.

The Assistant Engineer for Trial Surveys to Mr. Francis.

26 August, 1879.

MEMO.—When taking the cross sections on the chain pegs on your present length be careful not to omit a cross section of the Inverell Road at 260 miles 64 chains, taking about 4 chains on each side of the centre line.

HERBERT PALMER.

No. 532.

No. 532.

The Assistant Engineer for Trial Surveys to Mr. Francis.

27 August, 1879.

MEMO.—Now that the working section as far as Saumarez Creek has been plotted, I find that the most suitable grade for station purposes is between 253 miles 77 chains and 254 miles 37 chains.

As I do not think this is the exact position in which I told you when in Armidale that the longer cross sections would be required, I wish you to take cross levels at each chain for 3 chains on each side of centre line from 253 miles 77 chains to 254 miles 37 chains.

HERBERT PALMER.

No. 533.

Mr. Francis to The Engineer-in-Chief.

Saumarez Creek, 27 August, 1879.

Sir,

I beg to inform you that I have completed the field work to 262 miles 50 chains (except the cross sections).

The cross sections and plan will probably occupy almost another fortnight, including the collecting of names of owners for reference sheets.

A. FRANCIS.

No. 534.

Mr. Francis to The Engineer-in-Chief.

Camp, Saumarez Creek, 29 August, 1879.

Sir,

Level book forwarded by same post. The working plan is completed to 262 miles 50 chains, and will be forwarded to Mr. Houghton to-morrow.

I have, &c.,

A. FRANCIS.

No. 535.

Mr. Francis to The Engineer-in-Chief.

Camp, Saumarez Creek, 30 August, 1879.

Sir,

I enclose herewith reference sheets filled in to 262 miles 50 chains. I have marked the corresponding numbers on the plan in pencil.

I have, &c.,

A. FRANCIS.

No. 536.

Mr. Carver to The Engineer-in-Chief.

Progress report.

31 August, 1879.

I HAVE the honor to report having experienced very wet weather during a great part of the month. I have, however, completed a large number of cross sections over very rough country, and likewise extended my survey to the highest point of crossing the gully formed by the Bolivia Creek, with a view of obtaining a level sufficiently high to cross the Main Range without a tunnel. This work, which I have just plotted, shows conclusively that a tunnel is necessary, if not at the summit, at a spur on the descent. I am not able to say at present the length of the spur tunnel, but am of opinion that it will at least equal the Pass tunnel, and with the disadvantage of being necessarily on a 12-chain curve. The only advantage to be derived from the higher level is the probability of easing the gradients, at any rate for a portion of the distance; but when it is considered that even a 60-foot cutting on the summit of the range gives a 64-foot bank at a point on the descent distant 1 mile, at 1 in 40 grade, it will be seen that if the 64-foot bank gully cannot be avoided and the Pass reached in some other way, that any improvement in this direction must be very dearly paid for. After I have finished the section I have decided on, viz., tunnelling the Main Range and descending at 1 in 40, which I will have completed in eight or ten working days, I will then, if I see anything to warrant it, extend my survey, to show what can be done at the higher level. My plan will enable any new section you desire for comparison to be plotted in the office with results very near the truth, and I will forward it together with sections as soon as I possibly can.

N. P. CARVER.

No. 537.

Mr. Houghton to The Engineer-in-Chief.

Camp, Sawpit Gully, 5 September, 1879.

Sir,

I have the honor to transmit under separate cover permanent and check levels, 262 m. 50 chs., 269 m. 24 chs. (Extension Tamworth-Armidale).

I have, &c.,

VICTOR S. HOUGHTON.

No. 538.

Mr. Francis to The Engineer-in-Chief.

Camp, Saumarez Creek, 7 September, 1879.

Sir,

I beg to inform you that I expect to finish at this camp to-morrow, and shall endeavour to make a start towards Narrabri on Tuesday next.

It will be inconvenient for me to pay Martin's party from Narrabri. Will you therefore be good enough to cause the account to be transferred to Mr. Houghton, who will be near Martin's party.

I have, &c.,

A. FRANCIS.

No. 539.

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No. 539.

The Assistant Engineer for Trial Surveys to Mr. Houghton.

9 September, 1879.

MEMO.—As soon as you complete the field work of your present length, I wish you to shift your camp and take up the permanent levels and check and cross levels through Mr. Vine's length. You must bear in mind that it is most important that the books containing the permanent and check levels should be forwarded to this office as early as practicable, so that the working section may be proceeded with and the list of trial holes to be sunk may be sent out.

Mr. Vine will continue the through chainage on Mr. Napier's length, and you can follow up with the levelling and cross-levelling. I have informed Mr. Vine that he may instruct you with reference to assisting him with the picking up of boundaries or plotting of working plan, if at any time the through chainage is not sufficiently advanced to allow you to go on with the levelling or cross-levelling.

HERBERT PALMER.

No. 540.

The Assistant Engineer for Trial Surveys to Mr. Vine.

9 September, 1879.

MEMO.—I have instructed Mr. Houghton to take up the levelling and cross-levelling of your length, and I wish you to continue the through chainage over Mr. Napier's length, as soon as you complete the survey of the different portions on your present length. You will have to pick up the boundaries on Mr. Napier's length and continue the plotting of the working plan. You must do all in your power to push through the chainage, so that Mr. Houghton may continue the levels to Ben Lomond; and you are at liberty to instruct Mr. Houghton to assist you in picking up boundaries, plot working plan, &c., if the chainage at any time is not sufficiently advanced to enable him to proceed with either the permanent levels or cross levels.

HERBERT PALMER.

No. 541.

Mr. Carver to The Engineer-in-Chief.

Sir,

Camp, Bolivia Range, 14 September, 1879.

I have the honor to inform you that I have found a means of avoiding the 64-foot gully (mentioned in my last report), by crossing the Main Range at a different point; this will materially add to the feasibility of improving the descending gradients. Speaking nearly, with a 40-foot cutting on summit of range it will allow of a 1 in 50 gradient; the spur tunnel (mentioned in my last report), 15 chains in length, will be on a 12-chain curve, and by further increasing the length of tunnel, so may the gradient be still further flattened, but to what limit, or how far it might be found advisable to carry it out, can only be shown by an extended set of cross levels. The ascent would be the same I have surveyed, viz., 1 in 50. The curved tunnel is an objection which cannot be remedied. It seems to me, under the new aspect of the subject, that it is well worth while to extend my survey in the direction indicated, which I propose doing directly I have completed my present work. My present section, the best of two over a part of the distance, will show ascending gradient 1 in 50, a straight tunnel through summit of range 12 chains long, and a 1 in 40 descending gradient for $3\frac{1}{4}$ miles.

I have, &c.,

N. P. CARVER.

No. 542.

The Assistant Engineer for Trial Surveys to Mr. Carver.

15 September, 1879.

MEMO.—As the plans of your work at Bolivia will probably be sent in during my absence from this office, I wish you to thoroughly examine the country between Bolivia and Tenterfield while waiting for the return of the plans, with a view of making improvements in the original trial lines. I expect to be back in Sydney during the first week in October, and on receiving your plans I will lay down the final tangent lines, which may be staked while you are camped in the neighbourhood. Be careful to show the final tangent line you staked at Deepwater, so that the work may be carried through without a break.

HERBERT PALMER.

No. 543.

Mr. Carver to The Engineer-in-Chief.

Progress report.

30 September, 1879.

I HAVE the honor to report having experienced another wretchedly wet month here. My work for the month is 5 miles of section over the range, and the near completion of an extension of my survey, showing the means of improving the descending gradients, which involves a large quantity of levelling. As my plan will enable a number of widely different sections to be plotted in the office, I think it best, before I set out any new section, having a flatter gradient than 1 in 40, to send in my plans for you to decide the course to be adopted in the descent. As it is very desirable in such a country as this to narrow the limits of the field work as soon as possible, I hope to be able to forward my plans next week.

N. P. CARVER.

No. 544.

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No. 544.

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

31 October, 1879.

Extension Tamworth to Tenterfield.—Proposed deviation of the Great Northern Railway through the Town of Armidale.

I FORWARD herewith plan, section, and book of reference of the proposed deviation of the Great Northern Railway through the town of Armidale, to be laid before Parliament, in compliance with clause No. 9 of the Government Railways Act 1858.

JOHN WHITTON.

Proposed Junction of New South Wales and Queensland Railways.

No. 545.

The Engineer-in-Chief to The Commissioner for Railways.

5 March, 1878.

Proposed junction of the New South Wales lines with Queensland Railways near Tenterfield.

I HAVE seen Mr. Stanley, as requested by the Minister, with reference to forming a junction between the railways of New South Wales and Queensland on the New England Border.

It appears that the Queensland Government have invited tenders for the construction of their railways as far as Stanthorpe, and that surveys are in progress towards the boundary of this Colony, following generally the course of accommodation through Tenterfield north to about the head of Tarban Creek in this Colony. This would bring the Queensland line within 12 miles of Tenterfield.

The trial surveys in this Colony are completed as far as Tenterfield; and I have arranged with Mr. Stanley to send a surveyor to complete that portion between Tenterfield and the Queensland boundary, to ascertain if a practicable line can be found.

The surveys on the Queensland side are not yet finished, and it is possible that, in order to avoid what is considered to be a difficult country, some other point of junction will have to be determined upon.

JOHN WHITTON.

No. 546.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Branch, 11 May, 1878.

MEMO.—In accordance with your verbal instructions that our Northern Railway trial surveys at Tenterfield should be connected with the trial surveys made by the Queensland Railway Department from Stanthorpe to the boundary of the two Colonies, I have to inform you that Mr. Francis left yesterday for Brisbane to proceed with this survey. I gave Mr. Francis a letter to Mr. Stanley, asking him to supply the necessary information as to the terminal point of their surveys.

Mr. Francis takes one man with him and no equipment, and I have instructed him to make inquiries at Tenterfield concerning the cost of the conveyance of himself and his men to and from work while the distance is too great to walk, and to submit the price for your approval before settling.

HERBERT PALMER.

J.W.—28/5/78.

No. 547.

Telegram from Mr. Francis to Engineer-in-Chief.

Tenterfield, 17 May, 1878.

WILLIAM BRAKE offers to convey the party to and from work for £3 per week; several other offers made are unreasonable.

A. FRANCIS.

Reply sent 17 May, 10.15 a.m. Approved by the Engineer-in-Chief.—W.H.Q., 28/5/78.

No. 548.

Mr. Francis to The Engineer-in-Chief.

"Brown's Hotel," Tenterfield, 19 May, 1878.

Sir, I have the honor to report that, in compliance with instructions received at your office, I called at the office of the Engineer-in-Chief for Railways at Brisbane on my way to Tenterfield, and received there all the information necessary to enable me to find the points on the New South Wales and Queensland Border at which the surveys made by the Queensland Government in direction of Tenterfield terminate.

The Engineer-in-Chief for the Queensland Railways proposes two routes from Stanthorpe in direction of Tenterfield. One, of which the survey is completed, terminates at a point on the New South Wales and Queensland Border, at the head of a creek and swamp known as M'Namara's Swamp; the other,

other, of which the survey is now in progress, terminates at the intersection of the Ballandean Road with the New South Wales and Queensland Border. This point is about 4 miles to the eastward of the first-named point.

On my arrival at Tenterfield I engaged Mr. Cubis, who has a thorough knowledge of the Tenterfield District, to accompany me to the Queensland Border, and to assist me in examining the country between Tenterfield and the points at which the Queensland surveys terminate.

On Friday the 17th I examined the route by the Ballandean Road and found the country generally easy, the only place likely to offer any difficulty being a gap or saddle in the range, known as the 8-mile Gap, but there is nothing very bad about this place.

Yesterday I examined the route by M'Namara's Swamp, and found the country easy until I arrived at the top of the Border Range, where the ground is steep and broken on the New South Wales side, and does not afford the same facilities for getting away from the range as the ground at the Ballandean Road.

The distance from the Tenterfield Mill to the Queensland Border by the Ballandean Road I estimate at about 12 miles, and by M'Namara's Swamp at about 15 miles. The route by the Ballandean Road therefore possesses the advantage of being the shorter by about 3 miles, and would afford a better plan and section at the Border Range. I consider this the best route for the New South Wales side. I purpose to commence staking out this route to-morrow, and wish to be informed whether it will be sufficient to survey this route only, or whether you wish to have a survey made of both routes.

I have, &c.,

A. FRANCIS.

The Queensland survey ends at a stake on the Border marked 28.M over 0.594, and a BM marked .A over QL over Ry over BM over 76. There is also a stake and BM-75 at 28 miles.

Mr. Palmer.—J.W., 28/5/78. H.P., 29/5/78.

No. 549.

Mr. Francis to The Engineer-in-Chief.

Sir,

"Brown's Hotel," Tenterfield, 21 May, 1878.

I have the honor to report that Mr. Phillips, of the Queensland Railway Department, called on me yesterday on the work and wished me to ride with him to the Queensland Border; I therefore went with him and rode over both the routes described in my report of the 19th instant.

Mr. Phillips, after seeing both routes, concluded that the route by the Ballandean Road, the route recommended in my report as the best, is the best for both sides, and will recommend it to Mr. Stanley for adoption. I think therefore that there will be no necessity for me to survey more than one route—the one by the Ballandean Road.

I have, &c.,

A. FRANCIS.

Mr. Palmer.—J.W., 28/5/78. Mr. Francis instructed to survey the route by Ballandean only.—H.P., 29/5/78.

No. 550.

The Assistant Engineer for Trial Surveys to Mr. Francis.

29 May, 1878.

MEMO.—The route recommended in your report of the 19th instant, and described as following the direction of the Ballandean Road, is the only one that you need survey.

HERBERT PALMER.

No. 551.

The Assistant Engineer for Trial Surveys to Mr. Francis.

1 June, 1878.

MEMO.—A traverse connecting our trial line at Tenterfield with the Queensland surveys on the Border, showing the practicability of joining the railways of the two Colonies, is all that is required at present, so do not stake out curves or take up time in working up your first rough trial line; and on completing the field work you may send in your books to this office to be plotted.

HERBERT PALMER.

No. 552.

The Chief Engineer of Queensland to The Engineer-in-Chief.

Department of Public Works, Railway Branch,

Chief Engineer's Office, Brisbane, 3 June, 1878.

Sir,

Referring to the interview I had with you when recently in Sydney, on the subject of connecting our railway surveys at the Border, near Tenterfield, I have the honor to inform you that, according to arrangement, an officer of my department, Mr. Surveyor Phillips, has, in company with Mr. Surveyor Francis, of your staff, made an examination of the country lying between Tenterfield and Nickoll's Gap, on Accommodation Creek, through which our trial line passes.

Mr. Phillips reports that both Mr. Francis and himself have formed a decided opinion in favour of the route *via* the Ballandean Road, as against that by Macnamara's Creek, the latter route being that which would join into the original trial survey on the Queensland side. In consequence of this I have instructed

instructed Mr. Surveyor Cannon, who is engaged upon these surveys to make a deviation from the original trial line, with the object of joining the survey now being made by Mr. Surveyor Francis *via* the Ballandean Road; and I should be obliged therefore if you would request that gentleman, when he has completed his survey to the Border, to furnish Mr. Cannon with the necessary information for properly connecting the work of the two surveys at their point of junction.

I have, &c.,
HENRY C. STANLEY,
Chief Engineer.

No. 553.

The Chief Clerk to Mr. Francis.

Sir,

8 June, 1878.

When you have completed the survey from Tenterfield to the Queensland Border *via* the Ballandean Road, be good enough to furnish Mr. Surveyor Cannon, of the Queensland Railway Staff, with the necessary information for properly connecting the work of the two surveys at their point of junction, and obtain from that gentleman similar information.

W. H. QUODLING.

No. 554.

The Chief Clerk to The Chief Engineer, Brisbane.

Sir,

10 June, 1878.

I am instructed by the Engineer-in-Chief to acknowledge the receipt of your letter of the 3rd instant, requesting that Mr. Cannon of your department might be furnished with the necessary information for properly connecting the surveys on the Border, at their point of junction, and in reply to state that Mr. Francis has been instructed in accordance with your request.

I am, &c.,
W. H. QUODLING.

Clarence to New England.

No. 555.

T. Bawden, Esq., M.P., to The Secretary for Public Works.

Sir,

Grafton, 12 May, 1877.

In addressing you on the present occasion, I desire briefly to invite your attention to the subject of railway communication between the Clarence River and the central tableland of New England.

The subject is one that has been before the country for some six years past, and the necessity for the establishment of railway communication between these districts is becoming every day more patent, especially having in view the settlement upon the rich lands of New England of an agricultural population, and the more perfect development of our tin mines.

I need hardly point out to you that the suggested scheme of railway communication between the Clarence and New England will bring the agricultural lands of the latter district within such an easy distance of the port of Grafton as to enable the future farmers of New England to compete most favourably with the South Australian wheat-producers, a result that cannot possibly be attained by any other railway route to the coast.

On this point I might mention that the whole population of this district at the present time is dependent chiefly for its supplies of breadstuffs upon South Australia, while some of the richest wheat-lands in Australia are only a little over 100 miles distant.

From your knowledge of these districts it is almost superfluous my mentioning these facts, my chief object being to call your attention to the subject, and to invite your aid in pushing forward what is really a national work. You are aware that a trial survey was made some time back for a line of railway from South Grafton to Glen Innes, when, as the result of such survey, some enormous amount was named as the probable cost.

Now it is confidently stated that the route surveyed was certainly not the most practicable, and being on the basis of a broad gauge, the works as designed in the survey are necessarily of a somewhat expensive character, perhaps more so than the present requirements might appear to justify, although to some minds the importance of the objects to be obtained in the future would more than warrant the expenditure even of the sum named by the late Ministry.

I now desire to suggest, as a means of meeting the necessities of these districts, opening up our rich lands for settlement, and at the same time retaining the trade that is now being diverted to Queensland, that there should be further exploration of the routes said to be more practicable than the one already surveyed, and a re-survey made upon a basis for a gauge of 3 feet 6 inches; by this means the work may be found to be materially lessened in cost; and although the speed may upon such a line be not so great, still a wonderful advantage would be attained over the common road system, both in regularity of communication and cheapness of transit.

I am aware that there are many arguments against the reduction of gauge in our system of railways; but on the other hand there are also many arguments even on the other side; and as the proposed scheme for connecting the tableland of New England with the Clarence River may be looked upon as an independent scheme, not at all interfering with any of our other lines, I do think the question might fairly be tested as to the gauge. This idea has been more prominently forced upon the minds of the people of this district through the Commission to the Philadelphia Exhibition reports on railway construction and progress in America.

As

As you are aware, we have in the district a plentiful supply of timber of superior quality adapted for the construction of tressel bridges, viaducts, &c., so that the line, if undertaken, might be pushed forward with celerity, and at a considerable saving in cost as compared with structures of stone or brick.

Requesting that this subject may receive your early and most favourable consideration, and that a further exploration and re-survey may be undertaken without delay.

I have, &c.,

T. BAWDEN.

Engineer-in-Chief for Railways.—Let Mr. Bawden, M.P., be apprised of the receipt of this communication.—J.H., 19/5/77.

I have no objection to Mr. Bawden's suggestion to have further trial surveys made in the district named; and although I strongly object under ordinary circumstances to a gauge of 3 feet 6 inches, still, as this will be an isolated branch line, and as the country is a very difficult one, it may be advisable to use sharper curves and slower speeds than upon the main lines.—J.W., 13/6/77.

No. 556.

Telegram from T. Bawden, Esq., M.P., to Secretary for Public Works.

REFERRING to my letter respecting railway communication between the Clarence and central New England, please state if any decision has been arrived at, and if so what?

T. BAWDEN.

Inform that surveyors will be sent for the purpose as soon as they can be spared.—J.R., 16/6/77.

No. 557.

The Commissioner for Railways to T. Bawden, Esq., M.P.

Sir,

Department of Public Works, Railway Branch, Sydney, 22 June, 1877.

Referring to your letter of the 12th ultimo, and telegram of the 15th instant, on the subject of railway communication between the Clarence River and the central tableland of New England, and asking what decision has been arrived at in the matter, I have the honor to inform you that the question has received the careful consideration of the Government, and it has been decided to send surveyors to survey this line as soon as they can be spared for this purpose.

I have, &c.,

JOHN RAE,

Commissioner for Railways.

No. 558.

The Engineer-in-Chief to The Commissioner for Railways.

Railway Trial Surveys, Clarence to New England.

25 July, 1878.

I FORWARD herewith, for the information of the Minister, a copy of the report furnished by Mr. Surveyor Francis upon the different routes pointed out to him by the guides appointed by the "Clarence and New England Railway League" for a proposed line of railway from Grafton to Glen Innes.

JOHN WHITTON.

Report printed in last return.

No. 559.

The Engineer-in-Chief to The Commissioner for Railways.

Railway Trial Surveys, Clarence to New England.

21 August, 1878.

I FORWARD herewith, for the information of the Minister, a copy of the report furnished by Mr. Surveyor Francis upon the route pointed out by the Messrs. Wright for a proposed line of railway from Laurence to Glen Innes.

JOHN WHITTON.

Report printed in last return.

Werris Creek to Gunnedah.

No. 560.

The Engineer-in-Chief to The Commissioner for Railways.

29 May, 1877.

Great Northern Railway.—Extension, Werris Creek to Gunnedah.—Proclaimed plan. PLAN and book of reference from Werris Creek to Gunnedah submitted for approval of the Governor and Executive Council.

I forward herewith, for the approval of the Governor and the Executive Council, pursuant to clause of the Government Railways Act 1858, plan and book of reference of the extension of the Great Northern Railway from Werris Creek to Gunnedah, commencing at a point marked "A," on the Great Northern Railway, at 155 miles and 10 chains from Newcastle, in the parish of Grenfell, and terminating at a point marked "B," at 196 miles 32 chains, in the township of Gunnedah, being a distance of 41 miles and 22 chains.

JOHN WHITTON.

No. 561.

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No. 561.

The Engineer-in-Chief to The Commissioner for Railways.

23 April, 1877.

Werris Creek to Gunnedah.—Length, 41 miles.

THIS extension leaves the Great Northern Railway at a point $11\frac{1}{2}$ miles north of the Quirindi Station, and 155 miles 32 chains from Newcastle. It follows the course of Werris Creek for a distance of 3 miles, and crosses the creek at a place called the Gap. From this point to the crossing of the Mooki River at Breeza the railway passes for 9 miles in a straight line across the Breeza Plain.

From Breeza to Gunnedah the line has been kept above the level of the floods, and terminates in the town of Gunnedah, in a position favourable for continuing the line either to Narrabri or to the North-western Districts.

The steepest incline is 1 in 50 for 25 chains, falling from the station at the junction with the main line.

The works are very easy, being principally side-cutting, the embankments being kept about 3 feet above the natural surface of the ground on that portion subject to floods.

JOHN WHITTON.

No. 562.

The Engineer-in-Chief to The Commissioner for Railways.

19 April, 1877.

Great Northern Railway.—Extension from Werris Creek to Gunnedah.

IN compliance with clause No. 9 of the Government Railways Act 1858, the plan, section, and book of reference of the proposed extension of the Great Northern Railway from Werris Creek to Gunnedah are forwarded herewith for the approval of Parliament.

JOHN WHITTON.

Gunnedah to Narrabri, and thence to the Boundary of Queensland.

No. 563.

Minute by Secretary for Public Works.

Trial Survey from Gunnedah to the Boundary of Queensland.

THE Engineer-in-Chief is requested to be good enough to cause a railway trial survey to be made from Gunnedah to Narrabri, and thence to the boundary of Queensland, at or near the intersection of the Macintyre River with the 149° of E. longitude.

JOHN SUTHERLAND, 5/4/78.

Mr. Palmer to make arrangements to commence this survey as early as practicable.—J.W., 15/4/78. I hope to be able to place two surveyors on this trial survey by the end of the month.—H.P., 16/4/78. The Engineer-in-Chief.

No. 564.

The Engineer for Trial Surveys to The Engineer-in-Chief.

15 May, 1878.

IN accordance with your instructions I have made the following arrangements for a trial survey from Gunnedah to Narrabri, and thence to the Queensland Border.

Mr. Herbert and his party left Sydney on the 2nd instant for Gunnedah, and will take the first length of about 25 miles, commencing at the end of contract No. 1, Werris Creek to Gunnedah, and terminating at Boggabri. Mr. Carver's party leave Sydney to-night, and he will leave in time to overtake his men at Boggabri, and will continue the survey to Narrabri.

While this survey is being carried out I intend to go over the work, and after fixing the point at which the trial line is to cross the Namoi River, to arrange the route for survey to the neighbourhood of Moree, and thence to Mungindi, which is I believe the point on the Queensland Border mentioned in your instructions.

HERBERT PALMER.

No. 565.

The Assistant Engineer for Trial Surveys to Mr. Herbert.

15 May, 1878.

MEMO.—In the event of a Parliamentary plan being required for the extension of the line beyond Gunnedah, I wish you to procure a reference for the properties as your survey is proceeded with. Here-with I forward reference sheets, and I will require you to number on your plan every subdivision of properties that your line may intersect, and to compile a book of reference.

HERBERT PALMER.

No. 566.

No. 566.

Mr. Carver to The Engineer-in-Chief.

Progress report—Trial Survey, Boggabri to Narrabri.

31 May, 1878.

I HAVE the honor to report that my men, with horses and camp equipage, left Sydney on the above work on the 15th instant, and arrived here on the 23rd. I arrived the following day. Before I could commence setting out I found it necessary to thoroughly explore and fix the route for the first 9 miles—broken ranges extending for about that distance across the direct course of the line; to avoid them an awkward bend is necessary, throwing the line 140 chains to the east in the first 3 miles. I have explored every possible way to obtain a more direct practicable route through the ranges, and I think with success. The dense balah scrubs however render it almost impossible to decide the question without the assistance of a rough survey, to fix approximately the points of vital importance; such a survey I am now carrying out, and will have completed in a day or two. Should it prove a practicable route, as I anticipate, it will be considerably shorter than that *via* the Rock, would avoid swamps and save the construction of the numerous waterways on the other route. By same post I forward tracing showing position of line through town of Boggabri.

N. P. CARVER.

No. 567.

Mr. Carver to The Engineer-in-Chief.

Progress report—Trial Survey, Gunnedah to Narrabri.

30 June, 1878.

I HAVE the honor to report having completed 13 miles of staking on above survey during the month, and also a portion of a preliminary survey to fix if possible a more direct practicable route than that *via* the Rock, and was successful in doing so. The enclosed tracing shows both lines. The worst feature in the one I have adopted is the descent on the north side of the Pass, where a fall of 140 feet in $1\frac{1}{2}$ mile takes place. This however may be improved to give, with a light cutting on the Pass, a gradient of 1 in 80. In other respects the route compares favourably with that by the Rock; it is a mile shorter, and passes through Crown Lands. The Rock route would be wholly through private property. The country throughout is thickly timbered, and for the most part covered also with dense scrub.

N. P. CARVER.

No. 568.

Mr. Carver to The Engineer-in-Chief.

Sir,

Camp, Baanbaa, 30 June, 1878.

I have the honor to inform you that I have been unable to do any levelling during the month in consequence of a disabled hand, with which I have been unable to make the constant adjustments of the level. The theodolite I have been able to manage whilst the line was being cleared. The consequence is I am 13 miles in advance of my levels, as it would be a great loss of time to go so far back to do the work from the commencement; and as that part of it could be conveniently done by Mr. Herbert whilst he is at Boggabri, I have asked him to be kind enough to carry on his levels over the first 5 miles of my section; the remaining 8 miles I will soon be able to do myself.

I have, &c.,

N. P. CARVER.

No. 569.

The Assistant Engineer for Trial Surveys to Mr. Herbert.

12 July, 1878.

MEMO.—Mr. Carver has reported that in consequence of an injury to his hand he was unable to do the levelling on the first 5 miles of his length,

I wish you to take these levels when you reach Boggabri.

I hope to come to Gunnedah from Tamworth during the first week in August, and will then go over your length and make arrangements for the survey beyond Narrabri.

HERBERT PALMER.

No. 570.

Mr. Carver to The Engineer-in-Chief.

Progress report.

31 July, 1878.

I HAVE the honor to report having completed $7\frac{1}{2}$ miles of setting out, together with 30 miles of levelling, during the month. The continued wet weather, and consequent boggy nature of the soil here, has caused a good deal of delay and difficulty in shifting camp.

The last $7\frac{1}{2}$ miles of the line passes over a gently undulating country, thickly timbered with pine, box, and ironbark, the latter of a superior description, and some very heavy scrubs had to be cut through. I have now completed $20\frac{1}{2}$ miles from the Boggabri; the country throughout is sound, and free from floods. The line is now about 8 miles distant from Narrabri, and I am about to fix the crossing of the river.

N. P. CARVER.

No. 571.

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No. 571.

The Assistant Engineer for Trial Surveys to Mr. Herbert.

6 August, 1878.

MEMO.—I was unable to come down to Gunnedah from Tamworth last week, and must postpone coming over your survey until I next visit the Northern District.

I wish you to report when you can finish your length to your junction with Mr. Carver's work at Boggabri, to enable me to make arrangements for your next length.

HERBERT PALMER.

No. 572.

The Assistant Engineer for Trial Surveys to Mr. Carver.

6 August, 1878.

MEMO.—I was unable to come to Narrabri from Tamworth. I wish you to report when you can complete your length into Narrabri, stating the exact point where you cross the Namoi, and where your length will terminate, in or near Narrabri.

HERBERT PALMER.

No. 573.

Mr. Herbert to The Engineer-in-Chief.

Sir,

I have the honor to acknowledge receipt of Mr. Palmer's memo., No. 78-522, of 6th instant, and in reply to report that I expect to finish the field work to junction with Mr. Carver by the end of this month.

Boggabri, 9 August, 1878.

I have, &c.,

MICHAEL HERBERT.

No. 574.

Mr. Carver to The Engineer-in-Chief.

Camp, near Narrabri, 21 August, 1878.

Sir,

Trial survey—Gunnedah to Narrabri.

I have the honor to acknowledge the receipt of memorandum No. 78-523, which I only received yesterday, having been detained in the bush in some broken country and dense scrub, through which I was obliged to run two lines.

I purpose crossing the Namoi about half-a-mile below Deep Creek, at a point where the river-bed is cut out of the sandstone rock, forming the adjacent spurs on its south bank. Some flooded country, about 30 chains, will have to be crossed on the north bank, but I have not yet had time to take the necessary levels to ascertain its extent and depth. As soon as possible I will supply you with definite information on the subject. I hope to have the survey completed in two or three weeks from this date.

I have, &c.,

N. P. CARVER.

No. 575.

The Assistant Engineer for Trial Surveys to Mr. Herbert.

28 August, 1878.

MEMO.—On the completion of the length upon which you are now engaged I wish you to proceed to Narrabri and take up the trial survey between that town and the Barwon River.

I have not yet been informed at what point Mr. Carver's trial line will terminate at Narrabri, but expect it will be near the point marked A on accompanying tracing.

The direction of the line to be surveyed to intersect the Barwon River is that shown in red on the tracing. The bearing is to be the same as that shown as the bearing of the town boundary, viz., $144^{\circ} 48'$.

The length of the line will I think be about 105 miles; and as the country is reported to be extremely level, I shall expect the survey to be pushed through very rapidly, any improvements that can be made in the trial line to be left until the permanent staking is required. I will shortly send you tracings from the county maps, showing approximately the direction of this long straight line; and when carrying out this survey you must be careful to note the quality of the land passed through and the nature of the timber and materials available for ballast, &c., also to collect the necessary information for the compilation of a book of reference. Plan paper shall be forwarded to you, but the section I will have plotted in this office, and shall require your level books to be sent in as they are checked.

HERBERT PALMER.

No. 576.

The Assistant Engineer for Trial Surveys to Mr. Herbert.

28 August, 1878.

MEMO.—On the completion of the field work of your length of trial survey from Gunnedah to Boggabri you may send in your level books to this office (properly endorsed), and I will have the section plotted here. The plan you may complete, and be careful to have all reference numbers on the plan; and on completion send in plan, books of reference, and all field books.

HERBERT PALMER.

No. 577.

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No. 577.

Mr. Carver to The Engineer-in-Chief.

Progress report.

31 August, 1878.

I HAVE the honor to report having extended the survey to within $3\frac{1}{2}$ miles of Narrabri, or a total distance set out of 34 miles from Boggabri, which includes an alternative line surveyed, 6 miles in length. Enclosed is a tracing showing proposed river crossing, also a section of same, the best of two taken. Not having had time to bring up my levels to the river, I am unable to show extent of flooded country on either side of crossing; it need not, however, be any considerable distance. The flood-level on section is the highest on record. By adopting this crossing the most direct route is obtained, and through sound and easy country; it also affords a line well suited for any possible future extension in the direction of Walgett. The red dotted line on tracing shows approach to Narrabri, which will give a station ground above flood-level of 1864. The town is not well situated for a "get-away" to the north, which applies equally to any point near it. If the town was left entirely out of the question, it would probably be found better to cross the river about $1\frac{1}{2}$ mile below Turrawon, and shape a north course from that point.

N. P. CARVER.

No. 578.

Mr. Carver to The Engineer-in-Chief.

Sir,

Camp, near Narrabri, 31 August, 1878.

I have the honor respectfully to request that you will allow me to complete my plans in your office. I ask that this consideration may be granted me solely for the purpose of enabling me to obtain the best medical treatment I can for a complaint I am not yet free from, which was contracted on the Bourke survey. In any case I fear I would be unable to continue this survey to the Queensland Border, for the bad water on the route would in all probability lay me up. In the event of there being a prospect of field work requiring to be done in the neighbourhood of Sydney, I would urgently request that I might be transferred to it after the completion of my plans.

I have, &c.,

N. P. CARVER.

Mr. Carver having, I am informed, completed his portion of the survey to Narrabri, may come to Sydney.—J.W., 28/9/78. Mr. Palmer. Mr. Carver informed.—H.P., 30/9/78.

No. 579.

Mr. Herbert to The Engineer-in-Chief.

Sir,

Boggabri, 14 September, 1878.

I do myself the honor to report that I have this day forwarded to you (by Nolan's coach) a box containing plan, section, and books of the line I have surveyed from Gunnedah to Boggabri.

The line runs through grazing land of an average quality, timbered with box and pine of a small size. Good sound ballasting from trap formation is obtainable within 1 mile of any part of the line, together with pine suitable for sleepers, fencing, and culverts, from the mountain range shown on plan.

I will leave here on 14th inst. for Narrabri to commence my next work.

I have, &c.,

MICHAEL HERBERT.

No. 580.

Telegram from Mr. Herbert to Engineer-in-Chief.

Sir,

21 September, 1878.

Will you please direct that a mounted tracing from county maps through which railway line runs from Narrabri to the Barwon be sent to me without delay.

MICHAEL HERBERT.

Mr. Palmer.—W.H.Q., 21/9/78. Tracings of portions of counties of Courallie and Jamieson forwarded to Mr. Herbert.—H.P., 26/9/78.

No. 581.

The Assistant Engineer for Trial Surveys to Mr. Herbert.

26 September, 1878.

MEMO.—Under separate cover I have forwarded to you tracings of portions of the counties of Courallie and Jamieson, showing the direction of trial survey to be made from Narrabri towards the Barwon River. A tracing of the county of Benarba shall be forwarded to you as the survey requires it.

HERBERT PALMER.

No. 582.

Mr. Carver to The Engineer-in-Chief.

Progress report.

30 September, 1878.

I HAVE the honor to report the completion of my length of the above survey, 32 miles 44.30 chains, besides an alternative line for 6 miles of the distance. The total work on the survey is $33\frac{1}{2}$ miles of completed line, together with 16 and $1\frac{1}{4}$ miles respectively of miscellaneous traverses and levelling. Besides the river bridge one other will be required over a small creek close to Narrabri; timber openings will, I think,

answer

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answer all other purposes. Suitable ballast and building stone may be obtained along the line; the rocks belong to the upper sandstones of the coal formation, intersected with trap hills between the 3rd and 10th miles from Boggabri. Good timber may also be procured along the line. Nearly the whole survey passes through Crown Lands. That which lays between the line and river is for the most part private property, and consists of rich black soil marshes, whilst that to the south-west of the line belongs to the Crown, and appears poor sandy soil; still it supports a marvellously dense scrub. The line is above flood-level to the river crossing; at that point the flood-level of 1864 is 16 feet higher than in Narrabri, a distance of only 4 miles, which may be accounted for by the rapid discharge of the contracted flood-waters over the great plain country round and beyond Narrabri; and still nearer the town I have found wide differences of level of the same flood, that in the town being the lowest, which is perhaps caused by the fact of the town being protected from the direct effects of high-level flood-water by a remarkably dense scrub, which must greatly impede the velocity of discharge in that direction, and tend to throw the water from the town. It appears to me long stretches of embankment about Narrabri might prove very objectionable obstructions to flood-water with so great a fall. You will perceive by my journal on this survey that I have been almost entirely employed in the field; I have therefore a good deal to do to my plan and section before I can forward them for your instruction.

N. P. CARVER.

No. 583.

The Assistant Engineer for Trial Surveys to Mr. Carver.

30 September, 1878.

MEMO.—The Engineer-in-Chief has consented to allow you to return to Sydney now that your survey to Narrabri has been completed. You may therefore break up your party and come to this office to work up the section from Gunnedah to Narrabri.

HERBERT PALMER.

No. 584.

Mr. Herbert to The Engineer-in-Chief.

Progress report.

30 September, 1878.

I do myself the honor to forward herewith my returns for this month, and report having 5 miles of the line set out from the junction with Mr. Carver's peg, marked 32 miles 44 chains 30 links, near the racecourse. After the first 2 miles is passed over the line runs through a dense belt of timber for 4 miles, consisting of box and pine. A little to the right of this line, at about 5 miles from the line, ironbark suitable for railway purposes, and in large quantities, is obtainable, more particularly about Killarney Station.

As I will have to depend on private dams and wells for my supply of water on this line the whole way to the Barwon, and in most cases have to draw the water from 5 to 10 miles, I propose to meet this difficulty by drawing the water with my own three-horse team, if you will allow me to employ an extra man and purchase two more water-barrels; this would enable me to push the work on faster than I could otherwise do. If you will allow this please telegram reply.

MICHAEL HERBERT.

No. 585.

Mr. Herbert to The Engineer-in-Chief.

Progress report.

31 October, 1878.

I do myself the honor to forward herewith my returns for this month, and report that I have completed 10 miles of the line, and will move camp on to-morrow.

On receipt of your telegram, 9th instant, I employed an extra man and purchased two casks, in addition to the two I got last month, which will enable me to get three casks of water on the dray and leave the fourth cask full at the camp while the dray is away for water. I drew my supply for this length from a private well 5 miles to my camp, which was situated on the line.

The whole of the country from here to the Barwon River is reported by persons who know the district well as waterless (the creeks being all dry), except what is raised by artificial means from private wells (which are few and far between).

Another difficulty I will have to contend with after leaving here (where there is a good supply) is the scarcity, if not the entire absence, of wood of any kind whatever for pegs, blocks for B.M.s., and domestic purposes, as the line enters at 9 miles from the starting point on Galathera Plains, which extend for 70 miles ahead; in all probability I may have to draw the wood 20 miles or more; and when it comes necessary to send the team back to Narrabri, where I will have to draw my supplies from, the difficulty will be increased.

MICHAEL HERBERT.

No. 586.

Mr. Herbert to The Engineer-in-Chief.

Progress report.

30 November, 1878.

I do myself the honor to forward herewith my returns for this month, and report having completed 11½ miles of the survey this month, which, in addition to 10 last month, makes 21½ miles finished. I have informed the men of the increase of 1s. per day from 1st proximo, and ordered pack-saddles and made other arrangements to start a travelling camp from 1st proximo.

I.

I am happy to say sickness is now on the wane in my camp (three of the men cleared out—they would not risk their health if they got £2 per day wages). I have replaced them by new men.

I have myself suffered for eight days from the Barcoo vomit (which is precisely the same as English cholera, but not near so virulent, and is not at all fatal), and am now recovered from that; I am now suffering from the blight, and can hardly see this paper I am writing on. Most of the people in this district for a radius of 100 miles who are not laid up with the fever and ague are struck down with the Barcoo vomit or almost blind from the blight. If I could accomplish this survey to the Barwon in one hour I would willingly do so, for without exception this is the most unhealthy part of the Colonies I have ever been in.

MICHAEL HERBERT.

No. 587.

Telegram from Mr. Herbert to The Engineer-in-Chief.

Sir, Mille, 5 December, 1878.
Will you please direct that tracings from county plans from 45 miles forwards to Barwon be sent to me at once.

MICHAEL HERBERT.

Tracing forwarded to Mr. Herbert.—H.P., 7/12/78.

No. 588.

The Assistant Engineer for Trial Surveys to Mr. Herbert.

7 December, 1878.

MEMO.—By same mail I have forwarded to you, addressed Mille, *via* Narrabri, a tracing from the county map of Benarba, showing the continuation of the bearing of the proposed trial line from Narrabri to the Barwon. The intention is to strike the river near the site of the proposed bridge at Mungindi. This portion of the river should be surveyed in connection with the trial line, and you must be careful to find out how far back from the river bank the country is liable to inundation.

HERBERT PALMER.

No. 589.

Mr. Herbert to The Engineer-in-Chief.

Progress report.

31 January, 1879.

I do myself the honor to forward herewith my returns for this month, and report having completed 18½ miles, in addition to 48½ finished by the end of the year, making a total of 76 miles completed to date.

In my last report I stated that I expected to reach the Barwon by the end of February, being then under the impression that the rest of the country would be as easy as what I had passed through during the month of November, but I was very much mistaken in coming to that conclusion, for arriving at 51 miles the line enters a forest country, heavily timbered up to 54 miles; and at 56 miles 75 chains it crosses the Melrie River and enters the coolebah country, heavily timbered with coolebah, box and gum up to the Big River at 66 miles. This of course has delayed the work more than I expected. After passing over the next 8 miles the remainder of the country is almost impenetrable scrub; and I do not now expect to reach Mungindi under the most favourable circumstances, sooner than the end of March.

MICHAEL HERBERT.

No. 590.

The Assistant Engineer for Trial Surveys to Mr. Francis.

3 September, 1879.

MEMO.—As soon as you complete the cross-levelling to 262 miles 50 chains, you may send in all the field books in connection with your work from Uralla to that point. I then wish you to proceed to Narrabri to take up a length of 5 miles of new trial survey, which is required to complete a Parliamentary plan of the proposed extension from Gunnedah to a point opposite to Narrabri. When you complete this length you will then be required to cross level on the trial survey backwards from Narrabri to Gunnedah, so that the tangent lines may be fixed, and by the time you get back to Gunnedah the permanent staking of the line may be proceeded with.

You may report when you start for Narrabri, and I will then forward tracings of plan and section of trial survey, with instructions to the post-office, Narrabri.

HERBERT PALMER.

No. 591.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Office, 8 September, 1879.

MEMO.—In compliance with your verbal instructions I have instructed Mr. Francis (who has reported that he will complete the field work of his present length, from Uralla to Saumarez Creek, on the 10th instant) to proceed on its completion to Narrabri, to make a trial survey from the point where the original trial survey from Gunnedah to Narrabri crossed the Namoi to a point opposite to Narrabri on the southern side of the river.

On the completion of this short length of trial line a Parliamentary plan and section can be prepared, and Mr. Francis will then take the necessary cross levels from Narrabri back to Gunnedah, to enable the permanent

permanent tangent lines to be laid out, and the permanent staking can then be carried through without delay from Gunnedah to the terminus, which may be adopted at Narrabri.

I am now preparing the tracings of plan and section of trial survey, and these with instructions will be forwarded in a few days to Mr. Francis, at Narrabri.
HERBERT PALMER.
J.W., 13/9/79.

No. 592.

The Assistant Engineer for Trial Surveys to Mr. Francis.

15 September, 1879.

MEMO.—Under separate cover I have forwarded to you, addressed Post Office, Narrabri, a mounted tracing of plan and section of the trial survey from Gunnedah to Narrabri. On the tracing of the plan I have shown by blue lines the tangent lines I wish to obtain for the permanent staking, and at the Narrabri end on the reduced plan I have shown where a new trial line is required, from the point marked (A) to a point opposite to Narrabri, and for a few miles in the direction for Walgett. A plan and section with reference for this new trial line is the first thing required to enable a through Parliamentary plan and section to be completed. After sending down this new work you may proceed with the cross-levelling back to Gunnedah, and send down the plans on your return to Gunnedah. The final tangent lines will then be decided upon, and while waiting for the return of your plans from this office you may be making preparations, making pegs, &c., for the permanent staking.
HERBERT PALMER.

No. 593.

Mr. Francis to The Engineer-in-Chief.

Sir,

Narrabri, 19 September, 1879.

I have the honor to inform you that I reached Narrabri by the mail about an hour before the waters of the Namoi rose and rendered the river impassable.

The whole country here is under water, and the so-called road from Gunnedah to Narrabri is a sea of mud and water. Seeing the utter hopelessness of attempting to get my camp equipage to Narrabri with my own horses, I handed it over to a bullock team at Gunnedah.

People here inform me that it will be impossible for any team from Gunnedah to reach Narrabri within the next two or three weeks.

My men are on the road with my horses, cart, and the bullock team.

I have, &c.,
A. FRANCIS.

Musclebrook to Mudgee.

No. 594.

The Engineer-in-Chief to The Commissioner for Railways.

31 July, 1877.

Description of a proposed extension of the Great Northern Railway—Musclebrook to Mudgee.

THIS proposed line leaves the Great Northern Railway near the existing passenger station at Musclebrook, and follows the direction of the Musclebrook and Denman Road to a point about $4\frac{1}{2}$ miles from the latter town.

At this point the line bears generally in a westerly direction for some miles, crossing the river Hunter at a point 10 miles from Musclebrook; thence through Pike's Gap to a crossing of Wybong Creek; thence through Wickham (29 miles from Musclebrook) to a point about 3 miles south of Merriwa and 43 miles from Musclebrook. The line still bears in a westerly direction to a point about 9 miles to the south of Cassilis, and from this point bears in a south-westerly direction towards Mudgee, terminating on the north side of the Cudgegong River, at about the same point as the line surveyed from Wallerawang through Rylstone to Mudgee, about a mile from the central portion of the latter town.

The length of the line as surveyed from Musclebrook to Mudgee is 119 $\frac{1}{2}$ miles.

The principal rivers and creeks to be crossed are the Hunter River, Wybong Creek, Hall's Creek, Merriwa Creek, Bow Creek, ——— River, Borambil Creek, Malabaline Creek, Reedy Creek, and Cooyal Creek.

Several of these crossings will require large bridges.

The earthworks on many portions of the line would be extremely heavy, and the gradients steep.

The section of the trial survey shows a length of 20 miles 13 chains, composed of gradients of 1 in 30 and 1 in 33, and a length of 13 miles 47 chains of a 1 in 40 gradient.

Comparative distances from Mudgee to Sydney, *via* Musclebrook and *via* Wallerawang:—

<i>Via</i> Musclebrook—					Miles.
Mudgee to Musclebrook ...	...	...	...	...	120
Musclebrook to Newcastle ...	...	...	...	...	80
Newcastle to Sydney, by sea ...	...	...	...	...	75
					— 275
<i>Via</i> Wallerawang—					
Mudgee to Wallerawang	85
Wallerawang to Sydney	105
					— 190

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No. 595.

The Engineer-in-Chief to The Commissioner for Railways.

7 August, 1877.

Estimated cost of Railway from Musclebrook to Mudgee—Length, 120 miles.

THE estimated cost of this extension, with rails weighing 70 lbs. per yard, is £900,000, or at the rate of £7,500 per mile.

This estimate does not include the cost of land and compensation.

JOHN WHITTON.

To connect Morpeth with Great Northern Railway at Woodford.

No. 596.

Mr. Kennedy to The Engineer-in-Chief.

Sir,

"Royal Hotel," Morpeth, 16 January, 1878.

I beg to inform you that my camp was blown away yesterday. I was also cut off from water by Mr. Eales, who would only allow me three buckets per day. I have therefore removed into Morpeth to-day, and am living at the "Royal Hotel." There is no water to be had on any of the flats or creeks through which the work runs.

I have rough staked a line from Morpeth to Woodford Platform on G.N.R. It will be difficult to get away from Morpeth, as the line ends just at the commencement of flooded ground, and to continue the Morpeth line it must necessarily pass over flooded land, perhaps about 30 chains of it.

With reference to chainmen, I employed one on the day I arrived in Morpeth, and discharged him next day, as he could not use an axe. I paid him and took his signature, as formerly, and I cannot see how I could have done otherwise, although it is not according to late instructions.

I have, &c.,

THOS. KENNEDY.

Please cause to be sent to me the reduced level of rails at Morpeth Station. BM destroyed.

Reduced level sent to Mr. Kennedy.—H.P., 17/1/79.

No. 597.

The Assistant Engineer for Trial Surveys to Mr. Kennedy.

Sydney, 17 January, 1878.

MEMO.—The reduced level of the rails opposite to the platform of the Morpeth Station is 95.08.

HERBERT PALMER.

No. 598.

Mr. Kennedy to The Engineer-in-Chief.

Progress report.

31 January, 1878.

PROCEEDED to Morpeth on the 7th for the purpose of connecting the Morpeth and G.N. Railway by survey.

I find it impossible to make the connection without crossing large tracts of country liable to floods from the Hunter River.

I have surveyed and levelled a line of 4 miles 11 chains, commencing at end of rails, Morpeth, and connecting with G.N.R. at Woodford Platform. This line avoids the flooded country to a greater extent than any other direction I could go in.

The plan and section will be completed probably by the 4th February.

THOMAS KENNEDY.

Sydney to Newcastle.

No. 599.

H. S. Badgery, Esq., M.P., to The Secretary for Public Works.

Sir,

Sydney, 22 November, 1878.

Will it be convenient for you to receive a deputation from East Maitland *re* a trial survey of line to connect Sydney with G.N. Railway?

Please inform bearer, that he may telegraph the Mayor.

I am, &c.,

HENRY S. BADGERY.

On behalf of my hon. colleague I appointed Friday next at 11 o'clock a.m., as requested by Mr. Badgery, and sent a telegram to the Mayor of East Maitland on Saturday last.—J.S.F. I should be glad to have all particulars of work already done.—J.S., 23/11/78. County map and report forwarded to Minister.—J.W., 28/11/78. Under Secretary.

No. 600.

No. 600.

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

Minute Paper.—Routes proposed for connecting the Great Northern Railway with Sydney.

Department of Public Works, Railway Branch, Engineer-in-Chief's Office,
Sydney, 28 November, 1878.

THE first trial survey made was from Parramatta, by the general direction of the road, to Wiseman's Ferry, to a point about 5 miles south of the ferry; thence in an easterly direction to a crossing of the Hawkesbury about 5 miles below Wiseman's Ferry; thence the survey was continued for about 8 miles to the Wollombi Road. At this point this survey was discontinued, owing to the difficulties met with, and the almost impracticable nature of the section for railway purposes.

The next survey commenced at Mulgrave, on the Blacktown and Windsor Line. From this junction with the existing railway the route surveyed was to a crossing of the Hawkesbury immediately below the confluence of the Colo River, and thence to the Bulga Road, the direction of which road was to a great extent followed to Singleton, where a junction was formed with the Great Northern Railway.

The through distance of this route from Sydney to Singleton is 148 miles, necessitating the construction of 116 miles of railway, and the section throughout is extremely heavy, especially the approaches on both sides of the Hawkesbury and the fall by Darkey Creek from the Bulga Road to the level country surrounding Singleton.

The survey now being carried out is for a route which is to keep as nearly as possible to the line of the coast between Sydney and Newcastle.

Two routes should, I think, be surveyed on the south side of the Hawkesbury—the first from the crossing of the Parramatta River (where the present bridge is being erected, and to which point the suburban trial survey has been made from Redfern through the Glebe) to the Peat's Ferry Road to a crossing of the Lower Hawkesbury near Dangar Island; thence westward of Brisbane Water and the Macquarie Lake to a junction with the Great Northern Railway near Hexham.

The second survey should start from the Great Southern Railway, in the neighbourhood of Homebush; thence to the crossing of the Hawkesbury near Dangar Island. The survey of this coast line is, however, by instructions received, to be confined for the present to the approaches to and crossing of the Lower Hawkesbury.

The trial surveys alluded to in this report are shown on the accompanying sheet of county maps.
J.W., 28/11/78.

Mr. Whitton will continue the trial surveys as here indicated. Mr. Badgery, as one of the deputation from Maitland, will supply a guide for that end of the line from Maitland to the Hawkesbury.—J.S., B.C., 30/11/78. Mr. Palmer, for information.—J.W., 11/12/78. H.P., 12/12/78. J.W., 12/12/78.

No. 601.

The Mayor of East Maitland to The Secretary for Public Works.

Sir,

Borough Council Chambers, East Maitland, 1 April, 1879.

In the latter part of the month of November last a deputation from the Municipal Council of East Maitland waited upon Mr. Sutherland, the then Minister for Works, and obtained from him a promise that a trial survey should be made from East Maitland *via* the Mulbring Creek Valley and Brokenback Gap to Coorumbong, there to connect with the survey line from Sydney for one hereafter of the proposed routes to be considered in determining upon the connection by railway of the Great Northern Railway with the metropolis.

It was on that occasion explained that there were special features, such as the presentation of no engineering difficulties, the fact that from Maitland to Coorumbong the line would run through the largest known coal-field in the Colony, the shortness of the route, and the increased facilities for the supply of timber, which lead this Council to believe it to be their public duty to look for a trial survey to be made; and subsequently, *viz.*, in the month of February last, another deputation waited upon you upon the same subject, when, from what you then stated, the Council had hoped that the survey would by this time have been commenced.

My Council have only asked for the survey, not as a pledge for any future action, but as a means of acquiring information which the Government ought to possess before adopting any particular route, and I am now therefore directed to ask that it might be commenced as soon as possible.

I have, &c.,

GEO. THOS. CHAMBERS.

Bring this up when present survey shall have been finished.—J.L., 3/4/79. Forward to Mr. Whitton.—C.A.G., 3/4/79. I will attend to this matter, but I have had no previous instructions with reference to this survey.—J.W., 8/4/79. Under Secretary. Mr. Cumming instructed to make this survey.—H.P., 21/6/79.

No. 602.

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

Mr. Moses, M.P., made personal application on behalf of the residents of the Lower Hawkesbury and Wollombi to have a further survey of the country between Wiseman's and Wollombi. Mr. Moses states that the residents agree to point out to surveyors a line which would be an eligible one.

Let Mr. Moses be informed that a surveyor will be sent to ride over the route proposed, and arrangements can be made to meet the persons referred to.

J. L., 25/4/79.

Mr.

Mr. Moses informed, 25/4/79. Engineer-in-Chief for Railways.—W.H., B.C., 25/4/79.
Mr. Palmer.—J.W., 21/5/79.

Mr. Manly is now engaged in examining this country, and has instructions to procure all the assistance he can from persons well acquainted with the country. I have already heard from Mr. Manly that he has examined one route, and that he will in a few days report officially.—H.P., 22/5/79.

No. 603.

Mr. Manly to The Engineer-in-Chief.

Sir,

Branch Office, 132, Phillip-street, 27 May, 1879.

I have the honor to report that I have examined the exploration route of railway from near Wiseman's Ferry *via* St. Albans, Wollombi, Milfield, Cessnock, and Branxton, a station on the Great Northern Railway.

Close to Wiseman's Ferry the Northern Road rises very rapidly. Railway will require to be taken on the low side between the cliff and river bank. Two miles from the ferry there is a narrow spur in the range, which can be got through with a short tunnel; keep the right bank of the Macdonald River to the town of St. Albans. There are no serious obstacles; a few sharp points and hollows. Two miles from St. Albans a bad point has to be got through. Five miles from St. Albans and 14 miles from the ferry the ground is very bumpy; height here, 130 feet.

From 14 miles take the Bulga Range in preference to one I examined *via* Mount Manning.

15½ miles.—To the right of Charles Ballie's farm, sharp point here.

18 miles.—To the right of Perrie's farm.

19 miles.—Get to the summit of a range which we must reach; height, 540 feet. Either side of the range can be taken here; the track keeps the summit; ground falls on both sides.

25 miles.—Devil's Rock; highest ground 1,000 feet.

30 miles.—Come to a sharp steep ridge from this point (Halligan's Gap); keep along the Lagoon Range. Have a distance of about 7 miles to fall to Wollombi; height, 510 feet. Require to keep high at Wollombi, as the Cockfighter and Wollombi Creeks meet here and back the water up in time of flood.

Wollombi to Millfield.—Keep left-hand side of the road and stream, as the bends are longer and not so many sharp points and tucks; height at Millfield, 570 feet; distance, 46 miles.

48 miles.—Keep north side of road. Quarter to half a mile off the main road a broken pass or gap takes place in the range; height on road, 700 feet.

After getting through Brokenback Range an easy descent can be got to Cessnock; height, 500 feet; distance, about 54 miles.

Cessnock to Branxton.—The ground is all level; only one stream to cross; distance, about 67 miles.

All distances are approximate; the aneroid was used in obtaining heights, and taken from high-water at Wiseman's Ferry. I have, &c.,

WM. M. MANLY.

I have this morning received verbal instructions from the Minister to have a survey made of this line.—J.W., 29/5/79. Mr. Palmer.

I have instructed Mr. Manly to make a trial survey from the crossing of the Hawkesbury near Wiseman's Ferry (on the late trial survey from Parramatta) to St. Albans and Wollombi. Mr. Fitzgerald will start a trial survey from the Northern Railway near the Allandale platform to Cessnock and Wollombi to meet Mr. Manly.—H.P., 30/5/79. The Engineer-in-Chief.—J.W., 2/6/79.

No. 604.

The Mayor of East Maitland to H. S. Badgery, Esq., M.P.

Sir,

Borough Council Chambers, East Maitland, 3 June, 1879.

By direction of my Council I do myself the honor of calling your attention to the reply given by the Minister for Works a few days back (as reported in the newspapers) in answer, if I mistake not, to a question put to him by Mr. Burns, and by which it would appear that as soon as the survey of the railway line *via* Peat's Ferry to Wallsend is completed the Government will be probably enabled to make some definite statement as to the route of the proposed line to connect the Great Northern Line with the metropolis, the promised survey *via* Brokenback Gap and the Valley of the Mulbring Creek to East Maitland being thus apparently ignored.

In drawing your attention to this matter, I am desired to say that my Council trust to your promised exertions on their behalf, in order that the promises made both by the present Minister for Works as well as those of his predecessor may be carried out.

I am also to take this opportunity to ask you whether you have seen that the promise made to us that the sum necessary for the formation of the railway approach at East Maitland has been included in the Estimates, and if so, when will the amount be available?

I am, &c.,

GEO. THOS. CHAMBERS,

Mayor.

Let Mr. Badgery, M.P., be informed that the subject matter of this letter will be immediately referred to the officers at the head of the departments to which it refers.—J.L., 5/6/79.

No. 605.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Office, 3 June, 1879.

In accordance with your verbal instructions, I have arranged that a trial survey is to be made from the crossing of the Hawkesbury River (on the trial line from Parramatta towards the Wollombi Road) to St. Albans; thence to Wollombi and Cessnock to join the Northern Railway at the Allandale Platform.

Mr.

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Mr. Manly commences the survey at the Hawkesbury, and will work towards Wollombi, and Mr. Fitzgerald will start at the Allandale Platform, and will work to meet Mr. Manly. It may probably be desirable to put Mr. Cumming on the centre portion at Wollombi, when he completes the plotting of the survey between Peat's Ferry and Hexham.

I have also given instructions for a trial survey from the Peat's Ferry Road (near the head of Lane Cove) to join the line surveyed by Mr. Stephens from Parramatta. There will thus be two connections of the coast survey with the existing railway—one at Homebush, and the other slightly to the north of Parramatta.

HERBERT PALMER.

When Mr. Cumming has finished his work on the coast line, he may be sent to Wollombi, as suggested.—J.W., 9/6/79. Mr. Palmer.

No. 606.

The Assistant Engineer for Trial Surveys to Mr. Hogg.

6 June, 1879.

MEMO.—I have received your tracing of the section of 4 miles of trial line from the Parramatta River northwards. It appears from this tracing that you are not plotting this work correctly. This is a trial survey to connect Sydney with the Northern Railway, and consequently the plotting must be from left to right, starting at Homebush.

The work is now nearly plotted from the commencement of Mr. Cumming's survey on the Peat's Ferry Road to the junction with the Northern Line, and I am most anxious to have the through traverse and section from Homebush as early as practicable. You must let me know when you will complete your share of the work, and I will endeavour to come out and examine the country to Parramatta as described in my former memo.

HERBERT PALMER.

No. 607.

Mr. Manly to The Assistant Engineer for Trial Surveys.

Sir,

Railway Survey Camp, Wiseman's Ferry, Hawkesbury, June, 1879.

Please let me know if you wish this traverse line I am running properly blazed and painted, as if not, and if required, it will be hard to find, as the scrub will soon grow up. The pegs on Mr. Mason's line are not to be found; they are both burnt and rotten; I happened to find one. I will be past the Ferry this week.

Your most obedient servant,

WM. M. MANLY.

No. 608.

The Assistant Engineer for Trial Surveys to Mr. Hogg.

19 June, 1879.

MEMO.—Mr. Millner has completed his length and is now in the office. I can do nothing with the through mileage until I have your length. I am informed that you shifted your camp last week to the south of Parramatta River, and as nothing is required between the river and Homebush but a well selected traverse and section, there should not be more than a week's work on this length. I shall consequently expect to have your work in not later than the commencement of next week.

HERBERT PALMER.

No. 609.

The Assistant Engineer for Trial Surveys to Mr. Manly.

21 June, 1879.

MEMO.—It will not be necessary to paint the pegs or blaze the trees on the survey you are now making. The pegs at traverse stations should be numbered with paint, also all BMs, and these points will be quite sufficient to pick up the line by if it should have to be worked up in future.

HERBERT PALMER.

No. 610.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

21 June, 1879.

MEMO.—In compliance with your verbal instructions, I have arranged that Mr. Cumming is to return to Newcastle early next week, to make an amended survey of the last few miles of the line already surveyed from Peat's Ferry, at the junction with the Northern Railway.

This junction at present is near Hexham, and the survey, as amended, is to arrange for a junction at some point nearer to Newcastle.

I have also instructed Mr. Cumming, on the completion of this short length of survey, to make a trial survey from a point on his original trial line near Cooranbong to East Maitland, *via* Broken Back Gap and the valley of Mulbring Creek, in accordance with memo. 79-689.

HERBERT PALMER.

The junction with the Newcastle line should be a little south of the Waratah Station, and north of the Waratah Coal Co.'s line of railway.—J.W., 24/6/79. Mr. Palmer. Mr. Cumming informed.—H.P., 25/6/79.

No. 611.

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No. 611.

The Assistant Engineer for Trial Surveys to Mr. Millner.

27 June, 1879.

MEMO.—It has been decided by the Engineer-in-Chief that the trial survey now to be made from the Peat's Ferry Road to join the Western Line near Parramatta, must form a junction with that line to the west of the town, and not at the Parramatta Junction. The first mile or two of the trial survey already made from Parramatta towards Wiseman's Ferry may probably be adopted. Mr. Hogg has tracings of all this work, and will take up that end of the trial survey, and the route you select for trial survey you must arrange to bear in that direction.

HERBERT PALMER.

No. 612.

Mr. Hogg to The Assistant Engineer for Trial Surveys.

Sir,

"Payton's Hotel," Parramatta, Sunday, 6 July, 1879.

In reply to your communication of the 4th July, I beg to inform you that I would have sent you the plans and sections of the length referred to at the end of June, but the weather was so fine that I thought I would be doing best for the interest of the service, and more fully carrying out your views, by examining the proposed line from Parramatta to Mr. Millner's work, and shifting my camp, &c., before the rain again set in. So, on last Sunday, I went to Parramatta and fixed on a camping place, and then took advantage of the weather to thoroughly examine the proposed line.

With regard to the slowness of my work, I am sure you will reverse your opinion when you remember I had about fifteen days of wet weather before I had the final work done to put on my plan and section, or else they would be now complete. I told you long since I would be completed on June 27th, but three days' heavy rain setting in delayed until the 30th.

As I am sure you will be satisfied with my explanation, except that I should have written to you, for which omission I now apologise, I will now report to you what I have thought most advisable with regard to this new line.

I find Mr. Stephens's line crosses the main road near the town, and cuts up the most valuable property in the district for 3 to 4 miles; but I am almost convinced that by keeping to the west of the road as good a line can be got, and for 2½ miles nothing but bush land would be passed through, saving very heavy compensation. I intend therefore on Monday next obtaining a rough section of this alteration, and if it turns out as I expect it will I will send you a plotting of it. The saving in cost would be very great, as the existing survey cuts through the most valuable orangeries and gardens in the district, besides consisting of 12-chain curves for a great distance. I think the line *via* Castle Hill will for many reasons prove the best.

I have seen Mr. Millner, and we have determined now to work so as best to meet the views of the Department.

I forward plan and section, which I shall complete as far as I can this afternoon.

Hoping the above will meet with your approval,—

I am, &c.,

CHARLES E. HOGG.

I have received Mr. Hogg's plan and section, 7¼ miles. Mr. Hogg may have done his best, and if so I am sorry to find that, deducting all wet days, his rate of progress for this survey is not quite 1 mile per week—a very poor rate indeed for such extremely easy country.—H.P., 8/7/79. The Engineer-in-Chief.—J.W., 11/7/79.

No. 613.

Mr. Cumming to The Assistant Engineer for Trial Surveys.

Sir,

New Lambton, 16 July, 1879.

I have finished the trial survey from near Cockle Creek to Waratah Station, and I will send you to-morrow plan and approximate section. I have kept to the north of the Australasian and Waratah Coal Companies Railways to the south of Waratah Station, but still I had to cross three lines of railways, viz, New Lambton Coal Company, Old Lambton Coal Company, and a branch of the Waratah Coal Company; to avoid these lines would add considerably both to the length and cost of the proposed railway.

I intend to shift my camp to-morrow to East Maitland, as I do not see any chance of getting a better line here.

I have, &c.,

JOHN CUMMING.

Instructions forwarded to Mr. Cumming.—H.P., 18/7/79.

No. 614.

The Assistant Engineer for Trial Surveys to Mr. Millner.

17 July, 1879.

MEMO.—On the completion of the field work of the trial survey upon which you are now engaged, to your junction with Mr. Hogg's work, you may return to this office to do the plotting, &c.

HERBERT PALMER.

No. 615.

The Assistant Engineer for Trial Surveys to Mr. Hogg.

17 July, 1879.

MEMO.—On the completion of the field work of the trial survey from near Parramatta to the point where you will join Mr. Millner you may return to this office to do the plotting, &c., here.

HERBERT PALMER.

No. 616.

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No. 616.

The Assistant Engineer for Trial Surveys to Mr. Cumming.

18 July, 1879.

MEMO.—When you complete the trial survey from Maitland to your original trial line you may return to the coal district and make a complete survey of the whole of the coal lines which connect with the Northern Railways. A plan of this district can then be plotted to a scale of 20 chains to the inch, and an amended trial survey will then have to be made which will interfere with the coal lines as little as possible.

I leave Sydney on Saturday night for the north, and shall pass through Maitland by the morning train for Tamworth on Sunday. If you should wish to see me, you could meet me at the Maitland Station.

HERBERT PALMER.

No. 617.

Mr. Fitzgerald to The Engineer-in-Chief.

Progress report.—Trial survey, Allandale towards Wiseman's Ferry.

31 July, 1879.

THE line continues over undulating and flat land, passing within $\frac{3}{4}$ of a mile of Cessnock, ascending to Brokenback Range. The traverse crosses this range at a narrow and high place close to the road, and descends rapidly in the direction of Milfield.

M. FITZGERALD.

No. 618.

The Assistant Engineer for Trial Surveys to Mr. Manly.

28 August, 1879.

MEMO.—I wish you to ascertain at the end of this month (August) what length of trial survey there will then remain to be done to a junction with Mr. Fitzgerald's work, and to report the length of time you expect it will take you to complete your share of the work. This through survey is urgently required, and every means must be taken to forward its completion.

HERBERT PALMER.

No. 619.

The Assistant Engineer for Trial Surveys to Mr. Fitzgerald.

28 August, 1879.

MEMO.—I wish you to ascertain at the end of this month (August) what length of trial survey there will then remain to be done to a junction with Mr. Manly's work, and to report the length of time you expect it will take you to complete your share of the work.

The plans of this through survey are urgently required, and every means must be taken to forward their completion.

HERBERT PALMER.

No. 620.

Mr. Fitzgerald to The Engineer-in-Chief.

Progress report.

31 August, 1879.

BROKENBACK Range, 14 miles from Allandale, is over 700 feet. Other work of survey is required here on the north-eastern side of the traverse line, and for about 2 miles on the southward and northward of the range. From 16 miles to 23, after passing the low lands near Milfield subject to floods, the line cuts across spurs and flats, the latter liable to floods, on the right bank of the Wollombi Creek.

M. FITZGERALD.

No. 621.

Mr. Manly to The Assistant Engineer for Trial Surveys.

Sir,

Railway Survey Camp, *via* St. Albans, 3 September, 1879.

Yours of the 28th duly received. I will try and find out where Mr. Fitzgerald is, and then report you. At the end of the week I will have finished complete 26 miles 51 chains.

It is difficult to get anything near the distance along the mountain track, as very few seem to know anything about it.

My next camp will be about 20 miles from St. Albans, from where we have to get rations and the mail. I cannot well spare any of my men to send them such a distance, besides delaying the progress of the work. I cannot keep horses on the mountain. Will you allow me to employ another man as long as I am camped on the mountain. I am pushing the work on as much as possible, but in many places the bush and scrub are very thick. Shifting camp next shift has to be done with two bullocks and a slide, and will require to be unloaded and reloaded continually, and the materials carried by the men up sharp spurs. Please let me know as to the extra man as soon as possible.

I have, &c.,

WM. M. MANLY.

Considering the nature of the country and the distance Mr. Manly will have to send for rations and for the mail, I think he might be allowed an extra man.—H.P., 5/9/79.

No. 622.

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No. 622.

Mr. Manly to The Assistant Engineer for Trial Surveys.

Sir, Railway Survey Camp, *via* St. Albans, 5 September, 1879.
I have the honor to report, in reply to your letter of the 28th inst., as follows:—August 31st, distance to Wollombi, about 23 miles, 17 miles on the mountain. I expect to meet Mr. Fitzgerald in October.

I have, &c.,

WM. M. MANLY.

The Engineer-in-Chief.—H.P., 9/9/79.

No. 623.

Mr. Fitzgerald to The Engineer-in-Chief.

Sir, Railway Survey Camp, Cessnock, 9 September, 1879.
On receipt of letter No. 79-885, dated 28 August last, I communicated with Mr. Manly at St. Albans. I have this day met him. He informs me that he thinks a junction can be made with the work next month. As Mr. Manly has been over the whole of the line and the portion ahead of my survey twice, he is better acquainted with the probable date of completion, to hasten which, and to meet the urgent requirement of the through survey, my best attention will be given.

I have, &c.,

M. FITZGERALD.

No. 624.

Mr. Fitzgerald to The Engineer-in-Chief.

Progress report.

30 September, 1879.

LINE continues right bank Wollombi Brook. Fair grades can be obtained. Flats opening out to crossing at Wollombi Brook.

The highest part of the township (Wollombi) crossed is 4 feet below extraordinary floods, which cover about 15 chains each side of the town.

M. FITZGERALD.

Sydney to Newcastle, *via* Brisbane Water.

No. 625/

Mr. Foster to The Colonial Secretary.

Sir, As a trial survey of a railway line is to be made from Maitland to Sydney, I beg leave to suggest that a line by Mount Vincent *via* Brisbane Water to Sydney would pass through valuable agricultural land and also immense forests of timber, which extend nearly the whole length of the line. There are also large beds of coal near Mount Vincent, said to be part of the veins of Wallsend coal beds. I beg to state also that a great quantity, in fact all the timber could be obtained along this line very easily. I venture to remind you of your promise made at Mount Vincent some years since in addressing the electors of this place, "that you would not forget this neighbourhood when an opportunity offered of advancing its interest."

I have, &c.,

CALEB FOSTER.

Acknowledge and transmit to Secretary for Public Works.—H.P., 10/7/77.
for Public Works, B.C., 12/7/77. Mr. Whitton to see.—J.R., 19/7/77.
Commissioner.

The Under Secretary
Seen.—J.W., 25/7/77.

No. 626.

Rev. A. C. Thomas to The Engineer-in-Chief.

Dear Sir,

The Parsonage, Gosford, 5 March, 1878.

Probably you are overwhelmed with suggestions as to courses of future railways, but a few minutes will enable you to decide whether the following is worth attention, *re* the route of the proposed new railway to join the Great Northern. The line now in course of survey, *via* the Colo and Old Bulga Road to Singleton, appears to describe a regular arc, and lies chiefly through a country unavailable, and with no prospect of being made available; but a line up the Macdonald River to St. Albans, thence by the Wollombine Common up Mount Manning to Wollombi, and thence by Broke to Singleton, is as the chord of that arc, and must therefore be a great deal shorter.

The Macdonald River and Wollombi are settled agricultural districts, and, bar the crossing of the Hawkesbury, which probably would be the great problem in any route, do not present any formidable engineering difficulties. A buggy road with easy gradients is now being made down Mount Manning, at a cost of £300. Why not send a trial survey that way?

I am interested, because the Macdonald River is part of my parish.

Apologising for troubling you with ideas that may prove futile,—

I remain, &c.,

ALFRED C. THOMAS.

Acknowledge,

Acknowledge, and inform that suggestion shall receive due attention, and then forward to Mr. Palmer.—J.W. W.H.Q., 20/3/78. Informed, 20/3/78. Mr. Palmer. I hope shortly to examine the route which is now being surveyed. I can, if it is the wish of the Engineer-in-Chief, return by the route suggested by Mr. Thomas and report.—H.P., 21/3/78. The Engineer-in-Chief. Approved by the Engineer-in-Chief.—W.H.Q., 21/3/78. Mr. Palmer.

No. 627.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

11 September, 1878.

MEMO.—In accordance with your verbal instructions I have arranged that Mr. Cumming shall examine and report upon the country between the Parramatta River (at the point at which it is proposed to be bridged) to the Hawkesbury River, at Peat's Ferry; thence to Gosford (Brisbane Water), and *via* Lake Macquarie to join the Northern Railway.

On receipt of his report I propose to place surveyors on the route recommended.

HERBERT PALMER.

Approved.—J.W., 13/9/78. Mr. Palmer.—W.H.Q., 21/9/78. Mr. Cumming has returned from his examination of the route described above, and he will leave next Tuesday to camp on the Hawkesbury River, near Peat's Ferry, and will make a trial survey of the approaches to the river on both sides.—H.P., 27/9/78. The Engineer-in-Chief.

No. 628.

Mr. Cumming to The Engineer-in-Chief.

Sir,

Phillip-street, 28 September, 1878.

Having received instructions from you to examine the country from the Parramatta River to Wallsend, preliminary to a trial survey of a proposed railway, I have the honor of submitting for your approval the following report:—

The proposed line commences at the bridge now in course of construction over the Parramatta River, about a mile below Gladesville, and the probable route will cross the Lane Cove stream about a mile-and-a-half to the west of the bridle path from Ryde, close to the west side of the village of Lane Cove, along the Peat's Ferry Road, till within 6 miles of the Hawkesbury River; then descending the west side of Cowan Creek will cross the river at or near Mullet Island, ascending along the bank of Mullet Creek, and crossing the main ridge about 6 miles beyond the river; will pass Gosford about 2 miles to the west, and about 400 feet higher level, descending the main ridge, passing through Blue Gum Flat, the east side of Wyong Hill, the west side of Lake Macquarie, and through Wallsend, will join the Great Northern Railway near Waratah Station, about 4 (four) miles from Newcastle.

In ascending to Lane Cove, which is 500 feet above sea-level, gradients of 1 in 40 or 50 may occasionally be required, especially in the first 2 miles. The earthworks will be light. From Lane Cove to within 6 miles of the Hawkesbury the ground rises to 700 feet above sea level, but the gradients will be easy and the earthwork light.

For about 6 miles on each side of the Hawkesbury River the ground is very rugged and irregular, which will undoubtedly necessitate heavy cuttings and banks, and probably short tunnels, as there is a descent on the south side of 700 feet, and an ascent of the same height on the north side; the gradient will be heavy. After crossing the Gosford main ridge the line descends about 600 feet towards Blue Gum Flat; the east side of this ridge when the line descends is not very rugged, so that heavy earthworks will only be occasionally required.

From Blue Gum Flat to Lake Macquarie the ground is very flat.

From this lake to Wallsend the country is of an undulating character, which will probably add to the length of the line, but will not necessitate very heavy works.

The crossings of the rivers and creeks are favourable, with the exception of the Hawkesbury, and probably Lane Cove Creek.

Estimate of length.

	Miles.
Parramatta River to Lane Cove	6
Lane Cove to Hawkesbury River	19
Hawkesbury to Gosford	10
Gosford to Blue Gum Flat	6
Blue Gum Flat to Wyong	7
Wyong to Corumbung	15
Corumbung to Waratah	23
Total...	86

I have, &c.,
JOHN CUMMING.

No. 629.

The Chief Clerk to The Assistant Engineer for Trial Surveys.

Government Railways, Engineer-in-Chief's Office, 3 October, 1878.

MEMO.—Mr. Fagan has proffered his services to point out his marked-tree line for a portion of the proposed railway from Sydney to Newcastle, *via* the Brisbane Water District.

Mr. Cumming should be instructed accordingly, and directed to communicate with Mr. Fagan, who resides in the district.

W. H. QUODLING.
Mr.

Mr. Cumming's address is Peat's Ferry, Hawkesbury River.—H.P., 8/10/78. Mr. Quodling. Mr. Palmer should communicate with Mr. Cumming when this survey has to be proceeded with. As the present survey is confined to the river Hawkesbury, Mr. Fagan's services will not be required.—J.W., 9/10/78. Mr. Palmer. H.P., 10/10/78.

No. 630.

The Assistant Engineer for Trial Surveys to Mr. Cumming.

19 October, 1878.

MEMO.—Herewith I forward a tracing showing the soundings of the Lower Hawkesbury, with some of the heights and the features of the land on both sides of the river.

It has been decided that the survey of this route is to be confined for the present to the selection of the best crossing of the river, including the approaches on either side.

Your length of survey will thus commence at some point on the high land on the southern side of the river (from which you have ascertained that a fair line can be obtained to the Parramatta River); thence by a practicable descent to the Hawkesbury, after crossing which your survey must be continued only so far as to reach a point from which you have no doubt of being able to obtain a good section to the favourable country beyond Gosford.

HERBERT PALMER.

No. 631.

The Assistant Engineer for Trial Surveys to Mr. Cumming.

23 December, 1878.

MEMO.—I have received the tracing of your work on the southern side of the Hawkesbury.

It will not be necessary to stake out a line through this length at present, but the section must be continued to a junction with the Northern Railway.

You must be careful to obtain an accurate section of the Hawkesbury crossing by sounding, and where the country is very rough you may plot the section approximately as on the tracing sent in, but from the point where you gain good ground you must stake out a line throughout, to the junction with the Northern line, putting in the curves in chords of about 5 chains in length.

When we have a through trial section it will be decided in what manner a line may be worked up.

HERBERT PALMER.

You may send in a tracing of the section you obtain on the northern side of the river as soon as completed.—H.P.

No. 632.

The Assistant Engineer for Trial Surveys to Mr. Cumming.

10 February, 1879.

MEMO.—I have received your tracings of plan and section from 12 to 20 miles. It will not be necessary to plot to a 4-chain scale. When you reach the easy country you may then plot 10 chains to an inch horizontal, and 100 feet to the inch vertical.

I shall not require any more tracings of your plan and section, and am anxious that you should push forward the trial survey to a junction with the Great Northern Railway as rapidly as possible. Please inform me how long you think it will take you to do this, and forward to me particulars of your starting point on the Peat's Ferry Road, south of the Hawkesbury, naming the position of your first BM, as the survey from Sydney to that point will shortly be commenced, and the through level must be carried forward.

HERBERT PALMER.

No. 633.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Office, 14 March, 1879.

MEMO.—In accordance with your verbal instructions, I have arranged that Mr. Millner is to complete the trial survey from the Peat's Ferry Road (at the point where Mr. Cumming commenced his trial survey), to connect with the Southern Railway, probably in the neighbourhood of Homebush.

Mr. Millner has reported that he has commenced work, and I propose to go over and examine the route he has to survey in the course of another week or two.

HERBERT PALMER.

No. 634.

The Assistant Engineer for Trial Surveys to Mr. Cumming.

3 April, 1879.

MEMO.—Enclosed is a tracing of the plan and section of Northern line from 3 to 5 miles from Newcastle, including the station at Waratah. The section and levels are correct, the datum being 50 feet below high-water. The plan is the only one we have, and is very old, and gives very little information. Your centre line must be quite independent of the Wallsend line to your junction with the main line; but if your survey comes within easy distance of this line it will be well to show it on your plan, also the details near your junction with the main line. Please inform me at what point you expect to form this junction.

HERBERT PALMER.

No. 635.

No. 635.

The Assistant Engineer for Trial Surveys to Mr. Millner.

8 April, 1879.

MEMO.—Please forward to me as early as you can a description of the route you propose to survey from your commencing point on the Peat's Ferry Road to your proposed junction with the Southern Railway, stating the amount of work you have completed and the date upon which you expect to be able to come to this office with the field work completed, to plot plan, section, &c.

The through plan and section of the proposed line to join the Northern Railway is urgently required; and on receiving your report it may be necessary to put on another surveyor to take up the work from the Southern line to meet you.

HERBERT PALMER.

No. 636.

The Assistant Engineer for Trial Surveys to Mr. Cumming,

8 April, 1879.

MEMO.—Please inform me what length of trial line you have yet to survey to connect with the Northern Railway, and the date upon which you expect to be able to return to this office with the field work completed, to work up the plan, section, &c.

The through plan and section is urgently required; and I wish to see whether there is any necessity to put on another surveyor at Waratah, to work back to meet you.

Please describe at the same time the route you propose to survey to the junction with the Northern line, so that if any one is sent up he may have the required information.

HERBERT PALMER.

No. 637.

Mr. Millner to The Engineer-in-Chief.

Sir,

Railway Survey Camp, Hornsby, 15 April, 1879.

In reply to memo. of 8th instant, I beg to report that I have completed 7 miles, and that I do not think the survey can possibly be finished before the early part of July, as there are about 10 miles of broken country to go through which is very thickly timbered.

The line follows the Peat's Ferry Road for 7 miles; from here and for the next 5 miles it will be to the east of the road, where it will cross the Parramatta and Lane Cove Road, near its junction with the Peat's Ferry Road. (The Lane Cove Road runs along the top of the dividing range of hills between the Hawkesbury and Parramatta Rivers.)

From this point I propose to follow down the head of the Lane Cove River, skirting along Pennant Hills towards Kissing Point. I do not know where it is proposed to cross the Parramatta River, but believe it is somewhere in that neighbourhood.

I have, &c.,

W. J. MILLNER.

Mr. Palmer.—W.H.Q., 17 April, 1879. As a through plan and section of this trial survey between Sydney and the Northern Railway is urgently required, I have, in accordance with your verbal instructions, arranged that Mr. Hogg is to take up at once the length from the point described by Mr. Millner as the junction of the Parramatta and Lane Cove Road with the Peat's Ferry Road to a junction with the Southern Railway.—H.P., 18/4/79.

The Engineer-in-Chief.—J.W., 22/4/79.

No. 638.

The Assistant Engineer for Trial Surveys to Mr. Cumming.

18 April.

MEMO.—As you report that you can complete your trial survey to a junction with the Northern Railway by the 15th of May, no surveyor will be sent to assist you.

When you have completed your fieldwork you may return with your party with the least possible delay to Sydney, to work up plan and section in this office.

HERBERT PALMER.

No. 639.

The Assistant Engineer for Trial Surveys to Mr. Millner.

18 April, 1879.

MEMO.—As you report that you think you could not complete a trial survey to a junction with the Southern Railway before July next, I am sending Mr. Hogg to take up the length from the junction of the Parramatta and Lane Cove Road with the Peat's Ferry Road. Mr. Hogg will arrange to meet you at this point to fix the junction with your work. You may return to this office to work up your plan and section as soon as your fieldwork is completed.

HERBERT PALMER.

No. 640.

Mr. Cumming to The Assistant Engineer for Trial Surveys.

Sir,

Stony Creek, Lake Macquarie, 21 April, 1879.

I have the honor to report to you that I have finished the survey to this place, and by the end of the month I expect to have it done up to Cackle Creek, which will leave about 6 miles to do next month.

I remain, &c.,

JOHN CUMMING.

No. 641.

No. 641.

The Assistant Engineer for Trial Surveys to Mr. Hogg.

3 June, 1879.

MEMO.—It has been decided that a trial survey is to be made from the Peat's Ferry Road to a junction with the existing railway near Parramatta.

Enclosed is a tracing of the county map showing the direction of the line surveyed by Mr. Stephens towards the Hawkesbury, also approximately the direction of the survey being made by you from Homebush to the Peat's Ferry Road. Another tracing is also enclosed showing the first 7 miles of the Parramatta and Hawkesbury survey (plan and section). When you have completed your present survey to a junction with Mr. Millner, I wish you to take up the survey from Parramatta. The best direction would be from A to B (see tracing of county map), but from Stephens's plan the country between these points appears to be rough, and it may be necessary to keep more in the direction C to B; however, before commencing the survey you may examine and report.

The plan and section of your present work will be required before anything is done on this new survey.

HERBERT PALMER.

No. 642.

Mr. Parsons to The Secretary for Public Works.

Sir,

Gosford, 16 June, 1879.

I have the honor to bring under your notice a route by which the proposed line of railway to connect the Metropolitan and Northern Railways *via* Brisbane Water may I believe be very much improved. I have heard that a survey party is at this present time examining the route surveyed some time since by Mr. Cumming, and if it is so, would urge the desirability of an examination of the deviation herewith proposed.

On the small tracing herewith enclosed I have marked what I believe to be the position of Mr. Cumming's surveyed line from the Hawkesbury River to Ourimbah. This passes over what are called the Mooney and Patanga Ranges, necessitating a rise and descent of about 600 feet in 20 miles, and the line for that distance traverses a barren sandstone range. By the route I propose, marked on the tracing in red ink, the distance I believe will be diminished; the greatest elevation will probably be not more than 200 feet, and the line will pass nearly the whole distance through a highly fertile country.

On the proposed route two tunnels will probably be required—one of about half a mile, and another of about a mile; also two bridges—one of these could be avoided. I believe on Mr. Cumming's survey there are several tunnels—one of 3 chains; it therefore has but little advantage even in this particular.

Trusting the importance of the subject may be deemed sufficient reason for troubling you,—

I have, &c.,

H. PARSONS.

The line suggested has been partially explored, but Mr. Cumming had better report upon the whole length before returning to Sydney.—J.W., 8/7/79. Proposed route marked on office map. I will instruct Mr. Cumming to report when he completes his present survey to Maitland.—H.P., 9/7/79. Has this matter been attended to?—J.W., 13/10/79.

Mr. Cumming has had some additional work which has prevented his commencing the survey to Brisbane Water up to the present time. He will, however, very shortly complete the work he has now in hand, and has received instructions to return to Sydney; he will have no delay in this office, and will probably commence this survey before the end of the month.—H.P., 14/10/79.

No. 643.

Mr. Herbert to The Engineer-in-Chief.

Progress report.

30 June, 1879.

I HAVE the honor to forward herewith my returns for this month, and report having set out and traversed in 3-chain chords 4 miles of the line; this is not anything near as good progress as I would wish, but the work is attended with unavoidable delay, principally owing to the rugged and broken country over which the line passes, together with the inclement state of the weather.

Mr. Halligan and party are working with me in setting out the line; it is the most advantageous way of doing the work for the present, for the united strength of both parties is absolutely required in setting out the line. We will commence at the sections in a few days.

So far as I have seen of it, there are long lengths of this line (if ever made) will have to be carried on retaining walls and viaducts of great depths from the level of the track down, as the ground has not anything like the required slope; but good building (free) stone abounds along the route, easily quarried in any size blocks.

The item of £2 2s. charged in this month's account as paid to F. Parkin I had to incur at the starting of the work, to save time by crossing the bay in going to the commencement of the work; at the expiration of the first week I dispensed with this expense by making room in my party (without increasing the number) for a local boatman, and we have now by this arrangement a boat at our services to take us to and from our present camp to the far end of the work, which saves a good deal of time.

MICHAEL HERBERT.

No. 644.

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

Proposed junction of the Northern and Western Railways.

8 July, 1879.

As requested by the Minister, I forward an approximate estimate of the cost of the proposed Northern and Western Junction Railway, which leaves the Northern line about Waratah, and passes near to Lake Macquarie and Gosford, crosses the Hawkesbury below Peat's Ferry, and joins the Western Railway about a mile west of Parramatta.

I

I propose to construct this railway as a double line throughout, with double-headed rails, 75 lbs. to the yard, and chairs similar to the main line to Bathurst, Goulburn, and Murrurundi.

The bridge over the Hawkesbury will consist of thirteen spans of 250 feet each, with stone abutments. The cost of this bridge alone will be about £500,000. No borings have been taken for this bridge; but the foundations will no doubt be rock, but how much below the present bottom of the river I cannot say; the greatest depth of water appears to be about 50 feet.

The length of the line will be about 95 miles, and the total cost, I roughly estimate, will be £2,700,000.

In addition to the bridge over the Hawkesbury, there are seven tunnels of an aggregate length of 2,134 yards, and the excavations are heavy throughout.

JOHN WHITTON.

No. 645.

Mr. Herbert to The Engineer-in-Chief.

Sir,

Peat's Ferry, 31 July, 1879.

I do myself the honor to request you will be pleased to direct that 25 feet of drawing paper, 4 feet wide (for 2-chain plan), be sent to me by steamer Pelican on Tuesday next, addressed to the care of A. Black, Esq., Customs, Broken Bay, Hawkesbury.

And also that I be informed what the reduced level of the starting point on the Peat's Ferry Road of my section should be. Mr. Cumming's plan shows 722 feet; am I to take that as my datum?

I have, &c.

MICHAEL HERBERT.

Mr. Palmer.—W.H.Q., 4/8/79. Paper forwarded, information as to levels previously sent.—
H.P., 6/8/79.

No. 646.

Mr. Cumming to The Assistant Engineer for Trial Surveys.

Sir,

Camp, near Coorambung, 5 September, 1879.

I have the honor to inform you that I have finished the survey up to 22 miles from Maitland, leaving about 7 miles to do. I intend to shift the camp to-morrow, and I expect to make a junction with the former survey about the end of next week. The whole of this route will I expect turn out a fair section, with the exception of the Gap, which will require a tunnel of 15 chains. The summit is 540 feet above sea-level, and rail-level 220 feet. When going over the line before surveying I thought a short tunnel about 100° below the summit would be sufficient, but I now find that the ground on both sides the Gap is unfavourable for ascending to this level.

I suppose I will finish the plotting before commencing surveying at Waratah.

Address P.O., East Maitland.

I remain, &c.,

JOHN CUMMING.

The Engineer-in-Chief.—H.P., 8/9/79. J.W., 13/9/79.

No. 647.

Mr. Herbert to The Engineer-in-Chief.

Progress report.

30 September, 1879.

I do myself the honor to forward herewith my returns for this month, and request you will be pleased to direct that payment of the men's wages be made available as soon as possible, as the cheques may be presented at any moment; and report that $4\frac{1}{2}$ out of the 6 miles of the south approach to the Hawkesbury River is not only cramped but the ground does not hold up, and 3 out of the $4\frac{1}{2}$ miles would have to be carried on retaining walls of considerable height, portions of which would have to be built up from low-water-mark, where the line skirts Porto Bay. In many places as much as 60 feet of solid rock would have to be blown away to get the width of track; in one place there would either be nearly $\frac{1}{4}$ mile of rock cutting 120 feet in height, or a tunnel on a 12-chain curve. On the northern approach there is at least $2\frac{1}{2}$ miles as bad. I don't know any other line. I recommend that Mr. Halligan be left at the cross sections until they are finished. It will take him until the end of November to complete them on the southern approach.

I was unable to report this before, until I fitted the curves to the ground and took the section over it, which work I only completed on the 17th instant.

MICHAEL HERBERT.

Windsor to Singleton.

No. 648.

The Assistant Engineer for Trial Surveys to Mr. Kennedy.

Sydney, 6 April, 1877.

MEMO.—By same post I have sent you instructions to proceed to Orange to report yourself there to Mr. Wade. I wish you therefore to send in to this office the whole of the particulars, field books, &c., of the work you have completed to date, with the fullest information in your power, so that all plans, sections, &c., may be plotted here, and the work put into such order that it may be easily resumed when requisite.

HERBERT PALMER.

No. 649.

No. 649.

Mr. Hoyle to The Engineer-in-Chief.

Sir,

Singleton, 2 November, 1877.

In accordance with your instructions I have explored the country between Windsor and Singleton for a line to connect the Great Northern Railway with Sydney, and beg to submit to you the following report:—

Starting from Richmond, I went through to Wheeny Creek and Colo River, but found it impossible to cross Wheeny Creek, the country being a mass of steep ranges about 600 feet high, very broken and abrupt, and walling in both creek and river. I then followed the Colo River down to its junction with the Hawkesbury, but could not get any line from it; and having explored the Hawkesbury as far down as Wiseman's Ferry, found that the Wheelbarrow Ridge falling on to the river about half-a-mile below the junction of the Colo, was the only range long enough to rise up from the river on.

Also, on the Windsor side of the river, opposite to the ridge, there is a long spur that would give me a good get-away either to Windsor or Parramatta, the rise from the river being about 400 feet to the Maroota Road, with a distance of 5 miles to rise it in.

From the Hawkesbury River to Singleton I think the following line would be possible:—

Following up the Wheelbarrow Ridge to its junction with the Bulga Road, following the Bulga Road to Melon Rock, across the Gibber Swamps to the Stony Waterhole; thence to Long Wheeny Creek, heading the creek to Putty, through Gap into Snakes Creek, following Snakes Creek to its junction with Boggy Swamp, along Boggy Swamp for about a mile, through Gap into Tea-tree Arm, running the arm down to Burrawel Creek, up Burrawel Creek to the head of Wattle Arm, through Gap into Reedy Creek, down Reedy Creek nearly to its junction with M'Donald River, through Gap and across the river, running along river to Warren Flat, through Gap to Warren Creek, running Warren Creek up to Howe's Mountain, through Gap into Darkey Creek down Darkey Creek to Wollombi Brook, then across the plains into Singleton.

The distance from Hawkesbury River into Singleton would be about 104 miles. The Hawkesbury would require a very large bridge, but the place I propose to cross is about the narrowest along the river. The Wheelbarrow Ridge rises 1,000 feet in about 14 miles. The line would be very rough indeed here, as well as along the Bulga Road up to Melon Rock, the ridge being very narrow and crooked; it would be a series of 12-chain curves. There would be no great difficulties between the Melon Rock and the M'Donald River, but would require four short tunnels (none of them over 5 chains in length) through the gaps at Melon Rock, Snakes Creek, Tea-tree Arm, and Wattle Arm.

The M'Donald River would require a large bridge (it is about 2 chains wide). The cuttings along the M'Donald up to Warren Flat would be very heavy.

From Warren Flat to Darkey Creek there would be no great difficulty. Howe's Mountain would have to be tunneled through, but the gap is very narrow; the tunnel would not be more than 2 or 3 chains long. The greatest difficulty on the whole line is in Darkey Creek. For a distance of 4 miles the creek is so narrow and tortuous that I do not think there would be any chance of getting down it without crossing it about fourteen times. From here into Singleton would give no difficulty, as it is across the plains.

Throughout the whole line the curves will be very sharp indeed, and the grades heavy, and there will be some very heavy works.

I explored the Bulga and Poppong Mountains and some of the spurs towards Brooke, in order to improve the line down Darkey Creek, but found them much worse, all the ranges being so broken and ending abruptly; all the other creeks have the same features as Darkey Creek. I also explored the country between the Bulga Road and Macdonald River, and followed down the M'Donald River as far as I could get, but found it impossible to get any road through it.

From the Hawkesbury River to Darkey Creek the country is a dry barren sandstone thickly covered with scrub, but well timbered with ironbark, stringy-bark, blue-gum, and turpentine.

No inhabitants excepting along the Bulga Road.

I have, &c.,

J. WALKER HOYLE.

Seen by the Engineer-in-Chief.—W.H.Q., 5/11/77. Mr. Palmer.

Instructions forwarded to Mr. Hoyle to return to Sydney.—H.P., 5/11/77.

No. 650.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Branch, 6 November, 1877.

MEMO.—In accordance with your verbal instructions I sent Mr. Hoyle to explore the country between Windsor and Singleton. He has now returned to Sydney, and, from his report, I am of opinion that the route most likely to give a feasible section for railway purposes is in the direction shown by the red line on the accompanying tracing. The surveys already made establish the impracticability of taking a line across the Hawkesbury at any point below Wiseman's Ferry.

I have therefore to recommend that Messrs. Hoyle, Hardy, and Vine be sent to make a trial survey from the branch line to Richmond, at some point about 5 miles to the east of Windsor, to the Northern Railway, near Singleton.

HERBERT PALMER.

Approved.—J.W., 8/11/77. Mr. Palmer. Messrs. Hoyle, Hardy, and Vine instructed to make preparations to start without delay.—H.P., 8/11/77.

No. 651

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No. 651.

Mr. Vine to The Engineer-in-Chief.

Sir,

Camp, Macdonald River, 20 December, 1877.

I beg to inform you that since the 1st of this month I have been employed in running an experimental line to a distance of 8 miles from the commencement of my length, and levelling the same, and also the surveying of creeks, &c., in connection with the line.

The line passes over some very rough ground, giving the section a rough-looking appearance, but will afford tolerably good gradients. The curves will be pretty close, and a number of them will necessarily be reduced to the limit (12 chains) so as to avoid heavy cuttings and embankments.

I would have sent a tracing of the line but have not got any tracing paper, and should be glad to get a supply.

I have, &c.,

ALFRED VINE.

No. 652.

Mr. Vine to The Engineer-in-Chief.

Sir,

Camp, Macdonald River, 2 January, 1878.

I beg to inform you that since I have started with through work I have run an experimental line to a distance of 8 miles (near Wareng Creek); the survey of creeks, roads, &c., in connection with same are surveyed to a distance of 7 miles. I have the line pegged out to a distance of 3 miles; as soon as I get the remaining portion of it pegged out the levelling will be completed without delay,

I have, &c.,

ALFRED VINE.

No. 653.

Mr. Vine to The Engineer-in-Chief.

Sir,

Camp, Macdonald River, 16 January, 1878.

I beg to inform you since the 1st of this month I have been engaged in staking out a line a distance of 4 miles. I have also been employed levelling a distance of 7 miles; staking and levelling completed too, though cross sections line will be required to be taken in some places along the line, as the ground is very steep and rugged. As soon as this is done I purpose removing my camp to Howe's Valley Creek, and working over the range near Howe's Mountain into the head of Darkie Creek.

I have, &c.,

ALFRED VINE.

No. 654.

Mr. Vine to The Engineer-in-Chief.

Progress report.

31 January, 1878.

The staking, levelling, and surveying of the line is completed to a distance of 7 miles, 2,120 from starting point; and cross section lines have been taken over the main line to a distance of 6 miles 19 links; no plotting of the office plan or section done yet. I will endeavour to get it plotted at the next camp. I shift my camp to-morrow, Friday.

ALFRED VINE.

No. 655.

Mr. Hoyle to The Engineer-in-Chief.

Progress report.

1 February, 1878.

This month I have been engaged staking out and cross-sectioning the length I levelled and traversed last month. I have staked out 8 miles 66 chains, cross-sectioned 8 miles of line, and levelled 2 miles 64 chains of staked line. The country is very rough indeed, but with the aid of 12-chain curves will not give so bad a section so far.

Altogether I have now 11½ miles staked out, 2 miles more contoured and traversed ready for staking out, and 2 miles 64 chains permanent levelled. I expect to finish up here and change camp next week. Water is getting very scarce—I have to dig for all I get. My next water is 14 miles from here—I shall have to camp on it. There is no grass for my horses, the little there was being burnt up by bush fires, and I have to feed my horses. All stores, forage, and even meat I have to fetch from either Richmond or Windsor, a distance of 35 miles from my present camp. I went down to Mr. Hardy this month to show him the line from the point that I had to leave him when *en route* to meet Mr. Vine, and Mr. Hardy went with me on to the Wheelbarrow Range. I have not plotted anything as yet, either plan or section.

J. WALKER HOYLE.

No. 656.

The Assistant Engineer for Trial Surveys to Mr. Hardy.

4 February, 1878.

MEMO.—Be careful not to omit to note in your level books the flood heights, as nearly as you can ascertain them, of all the river and creek crossings on the length upon which you are now engaged.

HERBERT PALMER.

No. 657.

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No. 657.

The Assistant Engineer for Trial Surveys to Mr. Hoyle.

4 February, 1878.

MEMO.—Be careful not to omit to note in your level books the flood heights, as nearly as you can ascertain them, of all the river and creek crossings on the length upon which you are now engaged.

HERBERT PALMER.

No. 658.

The Assistant Engineer for Trial Surveys to Mr. Vine.

Government Railways, Engineer-in-Chief's Branch, 4 February, 1878.

MEMO.—I notice on the tracing of the section sent in by you on the 31st ultimo that you have omitted to show the flood level of the Macdonald River. Be sure to note in your level book the flood heights, as nearly as you can ascertain them, of the crossings of all the creeks on the length upon which you are now engaged.

HERBERT PALMER.

I did omit to show the flood heights on the tracing of section; a note of all the flood heights has been made in the levelling book. The flood height at the Macdonald River is not very traceable. I have made inquiries of the inhabitants living in the neighbourhood relative to the flood heights. The highest ever known by them they estimate to be from 10 to 12 feet. This I am inclined to think would be under the mark, from the appearance of the banks being washed and broken in places. I have marked the flood height at 18 feet above the bed of the river.—A.V., 11/2/77, Howe's Valley.

No. 659.

Mr. Hardy to The Engineer-in-Chief.

Progress report.

4 February, 1878.

LEFT Sydney November 15th; after examining country and putting up camp, field work commenced November 22nd.

I took as my starting point a $\frac{1}{4}$ -mile post, about 30 chains Sydney side Mulgrave Station, and having to date rough staked, levelled, and cross-levelled to 11 $\frac{3}{4}$ miles from Pitt Town, or 15 miles 56 chains from my starting point, besides running and levelling several alternative lines. Having laid down all field work, I have adopted the most advisable line and commenced final staking, January 30th, and hope to have all lines all ready laid down, staked, and levelled in a month. In running my lines a good deal of clearing has been and will be necessary.

HENRY HARDY.

No. 660.

The Assistant Engineer for Trial Surveys to Mr. Vine.

Government Railways, Engineer-in-Chief's Branch, 6 February, 1878.

MEMO.—I have instructed Mr. Kennedy to assist in completing the length of trial survey upon which you are now engaged. Mr. Kennedy will leave Sydney next Saturday, the 9th instant, and will arrive with his party at Singleton the following morning. I wish you, if possible, to meet Mr. Kennedy at Singleton on Monday, the 11th, so that you may arrange a subdivision of the work.

HERBERT PALMER.

If you should not receive this in time to enable you to go to Singleton on Monday, Mr. Kennedy will start for your camp on Tuesday.

I start this morning to go to Singleton to meet Mr. Kennedy.—A.V., Howe's Valley, 11/2/78.

No. 661.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Trial survey—Mulgrave to Singleton.

LEAVES the Windsor Branch Railway near Mulgrave, crosses the Hawkesbury River immediately below its junction with the Colo River; thence following the direction of the Wheelbarrow Bridge to the Bulga Road, follows the direction of this road to the crossing of the Macdonald River; thence by Howe's Valley and Darkey Creek to a crossing of the Wollombi River; and thence to a junction with the Northern Railway near the Singleton Station. Distance, about 125 miles.

H.P., 9/2/78.

No. 662.

Mr. Vine to The Engineer-in-Chief.

Sir,

Camp, Howe's Valley, 24 February, 1878.

I would be glad to be informed if I should continue taking cross section lines over the work I am now engaged on. I have taken cross section lines over the work for the first 7 miles. The ground is very much broken in places; the line is running along very steep side-lying ground; shifting the line a few yards either way will make a considerable difference in the section.

I estimate the distance to the mouth of Darkey Creek to be about 15 miles; the valley is narrow and steep on either side.

From information Mr. Kennedy has given me in reference to cross section lines, has induced me to write to you to know if it is necessary for me to continue the cross section lines any further.

I have a rough staked line into Darkey Creek; I will send a tracing of same by next post.

I have, &c.,

ALFRED VINE.

Mr. Palmer,—W.H.Q., 28/2/78.

Instructions forwarded to Mr. Vine.—H.P., 5/3/78.

No. 663.

No. 663.

Mr. Vine to The Engineer-in-Chief.

Sir,

Camp, Howe's Valley, 28 February, 1878.

I herewith forward by this post a tracing of plan and section of experimental lines I have run in Howe's Valley and crossing the Dividing Range, into the head of Darkey Creek. I have crossed the range at the lowest summit I can get. I am staking out the line as shown in red on the tracing; I think that this will give the best section.

As soon as I have the work completed to the Dividing Range, I purpose removing my camp into Darkey Creek.

I have, &c.,

ALFRED VINE.

No. 664.

Mr. Vine to The Engineer-in-Chief.

Progress report.

28 February, 1878.

I HAVE been engaged this month principally in running experimental lines from Howe's Valley, over the Dividing Range, into Darkey Creek.

Tracings of same I forward by this post; experimental lines have been run to a distance of 12½ miles. Staking is completed to a distance of 9 miles; levelling and surveying completed to a distance of 7½ miles.

Mr. Kennedy has the plan and section in hand, and in a forward state towards being finished as far as the surveying is carried.

Heavy rain has retarded the progress of the work in the field very much.

ALFRED VINE.

No. 665.

Mr. Kennedy to The Engineer-in-Chief.

Progress report.

28 February, 1878.

ON my arrival in Howe's Valley to assist Mr. Vine with his work, I found he had only rough plans and sections of the work he had done; and as he had the field work of his second length well advanced, I thought it better to complete plans and sections before shifting into Darkey Creek. Mr. Vine is tracing out his tangent lines, and setting out the curves as on permanent work, only not being so particular with the curves. He has also cross-levelled about 7½ miles, and made a very complete survey of creeks, roads, &c., on the first length; his second length is about 5 miles, and will take the work into Darkey Creek. In making the above remarks on work done by Mr. Vine, I beg to say I was instructed by Mr. Palmer to forward a statement of the state of the work when I arrived at camp.

THOMAS KENNEDY.

No. 666.

Mr. Hoyle to The Engineer-in-Chief.

Progress report.

4 March, 1878.

THIS month I have levelled 7 miles 29 chains of staked line, and have now 10 miles 70 chains completed. I have been greatly hindered by the wet weather. I have had six days too wet for any work, also eleven days' heavy rain, but did a little work. I have changed my camp to the Gibber Swamp. I am encountering very great difficulty getting down on to the swamps from "Melon Rock."

I have tried every spur on the eastern slopes of the range, but they all fall off abruptly about 120 feet from the bottom. I have now gone back 2 miles on my work, and am trying the western slope, and hope to be successful, but it will give me a much rougher section.

Plotting.—Section, 10 miles 70 chains completed. Plan, 10 miles 70 chains plotted; the figuring of the cross-sections not quite completed.

J. WALKER HOYLE.

No. 667.

Mr. Hardy to The Engineer-in-Chief.

Progress report.

4 March, 1878.

MY work during the month has been greatly retarded through the inclemency of the weather. I availed myself of every fine moment.

In a few days I will have a line permanently staked from Mulgrave to a point 40 chains north of Sharper's Crown grant (see county map).

I will then have about 9 miles more levelling to do, a few cross sections to take, and some detail surveying; that completed, I will draft my work in pencil, and afterwards shift camp to Colo.

HENRY HARDY.

No. 668.

The Assistant Engineer for Trial Surveys to Mr. Vine.

5 March, 1878.

MEMO.—With reference to your question as to cross sections, you may show cross levels on your plan wherever improvements can be made in the section, until you reach the more level country on approaching Singleton

HERBERT PALMER.

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No. 669.

The Assistant Engineer for Trial Surveys to Mr. Hardy.

7 March, 1878.

MEMO.—I shall leave Sydney on Monday next by the train which should reach Mulgrave at 10.55 a.m. I wish you to meet me there, and to bring with you all the work (shown on paper) of the length you are now engaged upon. Your progress is not by any means satisfactory.

HERBERT PALMER.

No. 670.

Mr. Kennedy to The Engineer-in-Chief.

Progress report.

31 March, 1878.

ABOUT 12 miles of plan and section completed; in addition 7 miles of line rough staked, and 7 miles of Darkey Creek surveyed. Several miles of rough staking abandoned through country being so difficult. The scrub along Darkey Creek is so dense that it is impossible to see what the ground is a few yards in advance.

THOMAS KENNEDY.

No. 671.

Mr. Vine to The Engineer-in-Chief.

Progress report.

1 April, 1878.

ABOUT 12 miles of plan and section completed, and 7 miles of rough staking have been run down Darkey Creek, and 3 miles of rough staking have been abandoned in consequence of the rough nature of the ground and the thick scrub. The scrub is so thick that it is almost impossible to see more than a chain's length in some places.

The survey of Darkey Creek is completed to a distance of about 7 miles.

ALFRED VINE.

No. 672.

Mr. Hoyle to The Engineer-in-Chief.

Progress report.

1 April, 1878.

THE greater part of this month I have been running trial lines to get round Melon Rock, and have experienced the greatest difficulty on account of the sudden fall, the roughness of the country, and the dense scrub.

I have run between 13 and 14 miles of trial lines. I have a way to get round the rock, but it will give me 8 miles of very rough section indeed, including two tunnels each about 10 chains long.

I have staked out 1 mile 65 chains of line, and have now 7 miles more traversed and ready for staking out.

Plotting.—Of both plan and section 10 miles 60 chains complete.

J. WALKER HOYLE.

No. 673.

Mr. Hardy to The Engineer-in-Chief.

Progress report.

1 April, 1878.

THE present condition of the survey work in my charge is as follows:—

14 miles 40 chains staked and levelled from the Richmond line towards the Hawkesbury, and the foregoing all complete in pencil on paper.

4 miles rough staked, and 1 mile 55 chains rough levelled from proposed crossing of the Hawkesbury eastward to join staked line.

During the month shifted camp from Pitt Town to Colo Junction.

HENRY HARDY.

No. 674.

The Assistant Engineer for Trial Surveys to The Engineer-in-Chief.

Government Railways, Engineer-in-Chief's Branch, 23 April, 1878.

MEMO.—With reference to the petition, 78-593, from residents on the Macdonald and Hawkesbury Rivers, I have to inform you that the trial surveys from Mulgrave to a crossing of the Hawkesbury, just below the junction of the Colo, and thence generally in the direction of the Bulga Road to Singleton, are in an advanced state.

On the completion of these surveys I propose to examine the route suggested in this petition, and also the one already suggested *via* Brooke; and if there should be no serious obstacles on either route, I would suggest that trial surveys be made from the proposed crossing of the Hawkesbury, near the Colo; thence following the course of the former river to the junction with the Macdonald; and thence, if practicable, up the Macdonald, and crossing this river near the confluence of the Wallambine Creek, which is the starting point of the newly suggested routes; thence to the Great Northern Railway, as suggested.

HERBERT PALMER.

Approved.—J.W., 7/5/78.

Mr. Palmer.—H.P., 10/5/78.

No. 675.

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No. 675.

Mr. Hoyle to The Engineer-in-Chief.

Progress report.

30 April, 1878.

THIS month I have been occupied chiefly staking out line round Melon Rock and cross-sectioning it. I have staked out and cross-sectioned 4 miles 23 chains, and have now altogether about 17 miles 8 chains staked out. I am now over my very rough piece, and have a comparatively easy run for the next 15 miles, but the whole country is covered with dense scrub that retards my work greatly.

J. WALKER HOYLE.

No. 676.

Mr. Kennedy to The Engineer-in-Chief.

Sir,

Camp, Darkey Creek, Howe's Valley, 1 May, 1878.

I beg to direct your attention to the small progress made by Mr. Vine and myself last month, and also to explain that the country through which the line is being surveyed is so rugged and difficult that our progress must be slow till we get out of Darkey Creek. The line we are working on follows the course of Darkey Creek to its junction with Wolombi or Cockfighter Creek.

For a distance of about 2 miles from the head of Darkey Creek the country is open, but from this point the creek becomes confined between steep broken ridges, so densely covered with scrub and rocks that on some days not more than 20 chains of lines can be staked.

Mr. Palmer wrote some time ago to say cross levels might be taken to show where improvements could be made. From the difficulty of selecting the best ground for a line this work should be all cross-levelled and a 4-chain plan made of it; but the cross-levelling will be such a heavy job, as all the lines would have to be cleared, that I beg to direct your attention to it before doing it.

I have, &c.,

THOMAS KENNEDY.

Mr. Palmer.—W.H.Q., 7 May. Mr. Kennedy instructed that cross levels will not be required where the ground is covered with scrub.—H.P., 8/5/78.

No. 677.

Mr. Kennedy to The Engineer-in-Chief.

Progress report.

1 May, 1878.

On the portion of work embraced between the end of Mr. Hoyle's length and Singleton, and on which Messrs. Kennedy and Vine are employed, there are 12 miles of plan and section completed, and up to 17 miles staked and ready for levelling. Several miles of rough staking and levelling have been through a country so difficult that only very little progress can be made. See report to Engineer-in-Chief.

THOMAS KENNEDY.

No. 678.

Mr. Hardy to The Engineer-in-Chief.

Progress report.

1 May, 1878.

DURING the month I have rough staked 5 miles, levelled 7 miles, and cross-levelled a large portion of the traverse to a considerable distance each side, and permanently staked 2 miles. I send tracings of my rough work (four in number) by this mail. From them will be seen the very rugged nature of the descent to and ascent from the Hawkesbury River, and it is extremely problematical if a practicable line can be found.

HENRY HARDY.

No. 679.

The Assistant Engineer for Trial Surveys to Mr. Kennedy.

Government Railways, Engineer-in-Chief's Branch, 8 May, 1878.

MEMO.—With reference to your report of the 1st instant, it will not be necessary to take cross-levels in the ground which you describe as being covered with scrub, as the work would take up too much time, but note on both your plan and section where you consider improvements may be made; cross levels can then be taken when the staking out of the line is required.

HERBERT PALMER.

No. 680.

The Assistant Engineer for Trial Surveys to Mr. Hardy.

9 May, 1878.

MEMO.—I have received the tracings of plan and section of your trial survey across the Hawkesbury River. I wish to examine this portion of the survey at the earliest opportunity. Please inform me where you are camped, and what will be my easiest way of reaching it.

HERBERT PALMER.

No. 681.

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No. 681.

Mr. Kennedy to The Engineer-in-Chief.

Progress report.

31 May, 1878.

PLANS and sections plotted up to $17\frac{1}{2}$ miles, and Darkey Creek surveyed $6\frac{1}{2}$ miles past the end of completed work. There are also 3 miles of rough staking done from our present camp.

I expect by end of June we will have the survey completed out on to the level country, after which the progress will, I hope, be more satisfactory.

THOMAS KENNEDY.

No. 682.

Mr. Hoyle to The Engineer-in-Chief.

Progress report.

31 May, 1878.

THIS month I have been engaged chiefly staking out line and levelling staked line. I have staked out 3 miles 57 chains, levelled 9 miles 43 chains. I have now altogether 20 miles 37 chains of line staked and levelled complete. I change my camp 10 miles further on on Monday next.

Plotting.—I have plotted 5 miles of both plan and section, but have not as yet inked it in. I have 10 miles 60 chains plan and section complete.

J. WALKER HOYLE.

No. 683.

Mr. Vine to The Engineer-in-Chief.

Progress report.

1 June, 1878.

PROGRESS for this month is very small, in consequence of the very difficult nature of the country; the country is very steep side-lying ground, with precipices cropping out at very short intervals, and all the available space is covered with a very dense scrub, which has retarded the progress of the work very much. A rough line is staked out to a distance of 20 miles; here the valley begins to open out, and the ground is getting very much better; about 3 miles more will bring us on to the good country towards Singleton, which I expect will be completed to this distance by the end of the present month, and further if possible.

ALFRED VINE.

No. 684.

Mr. Hardy to The Engineer-in-Chief.

Progress report.

5 June, 1878.

I HAVE a through line now staked to the Hawkesbury, a distance of about 20 miles 20 chains from Mulgrave (irrespective of an alternative portion of about $1\frac{1}{2}$ mile). The line is levelled to 19 miles 25 chains from Mulgrave. I require some days yet to complete near side of river, having much cross-sectioning to do.

The descent to the river as staked is very rough indeed, and worse than I contemplated. I have continued the rough staking on far side of river, and am about commencing cross-levelling for the purpose of projecting a line for staking; the obstacles here are very great.

I will send down tracings shortly. The permanent section is in pencil as far as levelled, but final plan not touched since last report.

I regret to say my camp was more or less wrecked by a storm on the 2nd of June, consequently I was obliged to shift to more sheltered position.

HENRY HARDY.

No. 685.

The Assistant Engineer for Trial Surveys to Mr. Hardy.

25 June, 1878.

MEMO.—I wish to be informed what is the length of trial line yet to be surveyed to the point where you will join Mr. Hoyle's work, and the date when you expect to complete your length.

Do not take any more cross levels than are absolutely necessary, but push the trial survey through as rapidly as possible, so that I may have a through plan and section at the earliest practicable date.

HERBERT PALMER.

No. 686.

The Assistant Engineer for Trial Surveys to Mr. Hoyle.

25 June, 1878.

MEMO.—I wish to be informed what length of trial line you have yet to survey before you connect with the starting point of Mr. Vine's length; also, by what date you expect to have this completed. I wish to ride over this survey before it is finished, and should like to know what accommodation there is on the road between the Hawkesbury and Singleton.

HERBERT PALMER.

No. 687.

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No. 687.

Mr. Hardy to The Assistant Engineer for Trial Surveys.

Dear Sir,

Camp, Colo River, 29 June, 1878.

In answer to your memo. under date June 25, I beg to inform you that I have yet to permanently stake 13 miles and level 16 miles. I have the line rough-staked and prepared for staking finally to within $6\frac{3}{4}$ miles of the beginning of Mr. Hoyle's work.

On account of the vast amount of clearing to be done, and the very rugged nature of the country, under the most favourable circumstances I cannot be done for ten weeks at least.

You may rely on my pushing the work on as fast as practicable. Tracings will be sent next mail.

I remain, &c.,

HENRY HARDY.

No. 688.

Mr. Kennedy to The Engineer-in-Chief.

Progress report.

30 June, 1878.

PLANS and sections completed up to $17\frac{1}{2}$ miles; in addition there are $7\frac{1}{2}$ miles staked and levelled, and a deviation of about 4 miles staked, but not levelled. With the exception of a few creek crossings, all the necessary surveys are made. The survey of the line on which Mr. Vine and myself are engaged will be completed in about a week or ten days to within about 2 miles of the Cockfighter Creek. There remains probably about 15 miles of trial line to be done before connecting with Singleton.

If water can be had for camping, I propose to take up a portion of this 15 miles, and Mr. Vine to take up a part also.

The office work from 17 miles to $24\frac{1}{2}$ miles is yet to be plotted.

THOMAS KENNEDY.

No. 689.

Mr. Hoyle to The Engineer-in-Chief.

Progress report.

1 July, 1878.

I HAVE changed camp to the "Stony Water-hole." I have run and levelled 10 miles of trial line. I have staked out about 4 miles 45 chains of fixed line. I have now altogether 25 miles of line staked out.

Plotting plan.—I have plotted $4\frac{1}{2}$ miles. I have 10 miles 60 chains complete, and $9\frac{1}{2}$ miles plotted but not complete.

Section.—I have plotted $4\frac{1}{2}$ miles, and have altogether about 20 miles completed.

J. WALKER HOYLE.

No. 690.

Mr. Hardy to The Engineer-in-Chief.

Sir,

Camp, Lower Portland, 23 July, 1878.

I beg your sanction to employ another hand on my party, as I have heavy clearing to do, and same will be conducive to more expedition.

I also beg to inform you that I have been compelled to incur an expense of 5s. per week for boat-hire for some weeks past, and will have to do the same while camped on the river. I therefore respectfully solicit your sanction to enter same on my monthly pay-sheets for liquidation.

I have, &c.,

HENRY HARDY.

Mr. Palmer for report.—W.H.Q., 2/8/78.

I have instructed Mr. Hardy to push through a traverse as speedily as possible of the length between the end of his line crossing the Hawkesbury and the commencement of Mr. Hoyle's work on the Bulga Road; an extra man may probably be usefully employed.

Mr. Hardy's roughest work is the crossing of the Hawkesbury and for a few miles on each side of the river. While camped on the river a boat has been indispensable, both for carrying on the work and procuring supplies.—H.P., 5/8/78. The Engineer-in-Chief.

May be paid.—J.W., 13/8/78.

No. 691.

Mr. Kennedy to The Engineer-in-Chief.

Progress report.

1 August, 1878.

PLANS and sections completed to Cockfighter Creek, $25\frac{1}{2}$ miles.

Mr. Vine has taken up about 8 miles of work from Cockfighter Creek on towards Singleton, and I have shifted my camp on to within 3 miles of Singleton, and will have about 5 or 6 miles of work to complete to Singleton.

I cannot say how long it will take to complete the length I have taken up until I go over the ground.

I will send in report in a few days.

THOMAS KENNEDY.

No. 692.

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No. 692.

Mr. Vine to The Engineer-in-Chief.

Progress report.

1 August, 1878.

PROGRESS.—I have been engaged this month surveying creeks, &c., examining country between Darkey Creek and Singleton, removing my camp from Darkey Creek to Nine-mile Creek, running 12 miles of rough staked lines and levelling same. This brings me to a point about 4 miles south of Singleton, where I expect Mr. Kennedy will continue the work on to Singleton; 4 miles of the centre line is pegged out, and I expect to have this length completed about 17th of this month. Mr. Kennedy has the plan and section in hand.

ALFRED VINE.

No. 693.

Mr. Hoyle to The Engineer-in-Chief.

Progress report.

3 August, 1878.

THIS month I have changed camp to Wheeny Creek. I have staked out 4 miles 7 chains of line and levelled 8 miles 48 chains; I have now 29 miles of line completed.

Plotting.—I have plotted both plan and section of my staked line (29 miles), but have not completed the figuring.

J. WALKER HOYLE.

No. 694.

Mr. Kennedy to The Engineer-in-Chief.

Sir,

Camp, Singleton, 4 August, 1878.

I have the honor to report, for your information, that Mr. Vine has about $8\frac{1}{2}$ miles of work in hand, the fieldwork of which he expects to complete about the 17th of this month. I will commence the survey of the remaining portion of the line (about $4\frac{1}{2}$ miles) to-morrow; this will complete the Singleton end of the trial survey, and I expect to have plans and section completed to Singleton by the end of this month.

Mr. Vine is to forward his field books to me, so that I may continue the plotting of plans and sections to the end.

I have, &c.,

THOMAS KENNEDY.

No. 695.

The Assistant Engineer for Trial Surveys to Mr. Kennedy.

16 August, 1878.

MEMO.—By same mail I have instructed Mr. Vine to take you his books, &c., when he completes his field work, and then to return to Sydney. I wish you to see that all that you require for the completion of the plan and section has been satisfactorily done before Mr. Vine leaves.

When your own work is done you may also return to Sydney.

HERBERT PALMER.

No. 696.

The Assistant Engineer for Trial Surveys to Mr. Vine.

16 August, 1878.

MEMO.—On the completion of the length upon which you are now engaged, I wish you to see Mr. Kennedy, and hand over to him all books, &c., which will enable him to plot your work; you may then return to Sydney with your party.

Your services will in all probability be next required between Gunning and Monaro.

HERBERT PALMER.

No. 697.

Mr. Hoyle to The Engineer-in-Chief.

Progress report.

2 September, 1878.

THIS month I have changed camp to the Boggy Swamp. I have staked out and levelled 6 miles 60 chains of line. I have 35 miles 60 chains of line complete.

I have plotted both plan and section of the 35 miles of staked line, but have not completed the figuring.

J. WALKER HOYLE.

No. 698.

Mr. Vine to The Engineer-in-Chief.

Progress report.

3 September, 1878.

PROGRESS for this month has been in completing the length of trial line from Howe's Valley into Singleton with Mr. Kennedy, travelling from Singleton to Sydney, and have been employed in head office for five days, and travelling from Sydney to Gunning.

ALFRED VINE.

No. 699.

No. 699.

The Assistant Engineer for Trial Surveys to Mr. Hoyle.

11 September, 1878.

MEMO.—On the completion of the field work of your trial survey to your junction with Mr. Vine's work, I wish you to return without delay to this office, to finish the plotting of the plan and section of your length.

Your equipment should be brought to Sydney.

HERBERT PALMER.

No. 700.

Mr. Hoyle to The Engineer-in-Chief.

Progress report.

30 September, 1878.

THIS month I have staked out and levelled 5 miles 8 chains, and have now 40 miles 68 chains of line complete. I have been much delayed by the bad weather and roughness of the country. I change camp to-morrow, and trust to complete my survey about the middle of the month.

I have worked at both plan and section, but have not completed them.

J. WALKER HOYLE.

No. 701.

Mr. Hoyle to The Engineer-in-Chief.

Progress report.

1 November, 1878.

I HAVE this month completed my length of the trial survey, Windsor to Singleton, staked and levelled 5 miles 16 chains. The total of my length to junction with Mr. Vine is 46 miles 4 chains 39 links. On my road down to Sydney my team was struck by lightning and one horse killed, and was greatly delayed, having to get other horses and steamer to take my camp to Windsor.

J. WALKER HOYLE.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY FROM WARATAH TO HOMEBUSH.

(NAMES OF ORIGINAL PURCHASERS OF LAND ALONG TRIAL SURVEY OF.)

Ordered by the Legislative Assembly to be printed, 5 August, 1881.

[Laid upon Table in accordance with promise made in answer to Question 7, Votes No. 20, Friday, 5 August, 1881.]

RETURN in reply to a Question of the Honorable Member for East Maitland (Mr. Bruncker), asking for the names of the various persons who are owners of land upon the route of the proposed Railway to connect the Northern District with the interior, and at present known as the line from Waratah to Homebush.

NAMES of the original purchasers of land upon the route of the Trial Survey of the Railway Line from Homebush to Waratah.

Alison William	Garrett T.	Owen Thomas
Aitken J.	Hortle James	Outram C.
Bonavius J. C.	Hortle J.	Powell Edward
Brown J. and A.	Hudson Richard	Pollard John
Burr S.	Hatton James	Porter R.
Bray John	Hawkes R.	Patfield G.
Bray M.	Hazard J.	Parince John
Bayley Nicholas	Harding R.	Peratt T.
Bell William	Horn Samuel H.	Quinn M.
Bond H. S. S.	Hodgson W. R.	Rose Thomas
Bellamy James	Hely F. A.	Raven W.
Bellamy William	Holt R.	Rogers J. and W.
Buxton F.	Honson Peter	Ridley G.
Callaghan James	Hyndes T.	Robinson R. W.
Cole William	Jones John	Ross James
Cox Robert	Johnson W. W.	Roberts J.
Crew William	Lord Simeon	Stone John
Cape W., senior	Lauvel J.	Street T.
Cherry D.	Lee J. J.	Stokes William B.
Condell —	Lockhead W. K.	Salmon T.
Duffy T. H.	Meredith F.	Smith John
Dangar H. C., Mullet Island	Marsh E.	Smith M.
Davis Rock	Morrison A.	Smith R.
Dangar H.	Manning J. E.	Simpson P.
Donaldson A. L.	Maenaughton J. M.	Scott A. W.
Egan P.	M'Namara M.	Ternan William
Foyle S.	Morehead and Young	Trigg T.
Fagan P.	Moate J.	Unwin T. W.
Fitzpatrick —	M'Quoid T.	Wood James
Green Mary	Muckledoon J.	Walker T.
Goodwin P.	Martin W.	Worley H. R.
Gray S. W.	Newcastle Wallsend Coal Company.	Weller G.
Goudie J.	Nelson O.	Weller F. L.
Griffiths J.		Weller J. B.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CONNECTION OF NORTHERN WITH SOUTHERN AND
WESTERN RAILWAYS.

(PETITION FROM RESIDENTS OF THE UPPER HUNTER AND NORTHERN AND NORTH-WESTERN DISTRICTS.)

Received by the Legislative Assembly, 8 September, 1881.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned Residents of Patrick's Plains, the Upper Hunter, Liverpool Plains, New England, Gwydir, Namoi, and other parts of the Northern and North-Western Districts of the Colony,—

RESPECTFULLY SHOWETH:—

1. That your Petitioners are residents in and about the Districts of Patrick's Plains, the Upper Hunter, Liverpool Plains, New England, Gwydir, Namoi, and other parts of the Northern and North-Western Districts of the Colony, and persons who will have occasion to use the intended line of Railway from the Great Northern Railway to the Great Southern and Western Railway Lines.

2. That the connecting Railway is one of great magnitude and importance.

3. That it will be the link connecting the metropolis of the Colony, not alone with that vast extent of its territory lying to the north and north-west of the lower part of the Hunter River District and Liverpool Range, but also with the large and highly important Colony of Queensland.

4. That as the whole of the traffic from these portions of the Colony will have to travel along such line, it demands the choice of the shortest route, economy of cost being a secondary consideration.

5. That upwards of two-thirds of the population resident to the north of Newcastle, and for whose benefit the connecting line is to be primarily made, are resident to the north and north-west of Singleton and the Hunter River District.

6. That the convenience of the larger portion of the population should be consulted in preference to that of the smaller.

7. That the population south of Singleton has in many instances (notably in the case of Maitland) during the past decade decreased, and only increased in the coal-mining districts.

8. That the population to the north and north-west of Singleton, and the Hunter River District, has during the like period very greatly increased, and shows every indication of a continued increase in a much greater ratio than heretofore.

9. That the production of wool and cattle, cereals, minerals, and other produce (with the exception of coal, farm, and dairy produce) of the territory to the north and north-west of Singleton is incalculably greater than that of the territory to the south of that point and north of Newcastle, for which the connecting line would be available.

10. That the most direct route from the Great Northern Railway to the metropolis will be found at or near Singleton, which is almost due north of Sydney and only 87 miles distant in a direct line.

11. That the Great Northern Railway after leaving Singleton runs in a south-easterly direction until it reaches Waratah and Newcastle, the most easterly towns along such line, and hence will be found to be increasing the distance from Sydney.

12. That the neighbourhood of Singleton is eminently suitable for the junction of the proposed connecting railway.

13. That from information obtained by your petitioners from residents thoroughly cognisant of the whole of the country between Sydney and Singleton, they believe a fair and practicable railway route can be had between those points which would not increase the direct distance by more than twenty miles at most.

14. That a railway from Singleton, beside being the shortest route for the bulk of population and produce, would open up vast stores of coal and timber, that, unlike those along the proposed Waratah-Homebush route, which have the benefit of water-carriage, can never be developed save by railway communication.

15. That such a line would pass through and develop valuable country for many miles on either side, while the Waratah-Homebush route, running within a few miles from the coast, would only skirt one side, and that the poorest and most unproductive of such country.

16. That large quantities of stock almost daily pass through the Bulga and Broke on their road to Sydney.

17. That this stock would probably travel by rail from Broke if convenience were there made for its shipment on the train, but would never be sent to any point on the Great Northern Railway if the junction were at Waratah.

18. That the connection *viâ* Singleton would be of immense service to the residents of Jerry's Plains, Denman, and Merriwa, who are at present entirely without facilities of rail.

19. That the line *viâ* Singleton could, your petitioners feel assured, be constructed quite as cheaply as that along the broken country lying between Waratah and Homebush.

20. That the bridge required for such route across the Hawkesbury your petitioners believe would not be more than eight or ten chains in length, as against that on the Waratah-Homebush route, estimated at upwards of one mile in length and to cost some £700,000.

21. That your petitioners are given to understand that the so-called survey made from Singleton *viâ* Broke, Wollombi, and St. Albans, was only a partial one, and not in any way thorough or exhaustive.

22. That in advocating the Waratah-Homebush route, great stress was laid by the Government on the probable revenue to be derived from the carriage of coal and farm produce of the Lower Hunter.

23. That neither the proposed junction at Waratah nor East Maitland can ever secure this trade in competition with the cheap rates of water-carriage, at the present time lower than the actual cost of such carriage would be to the Government.

Your petitioners therefore pray that your Honorable House will cause a thorough and exhaustive survey to be made of the country lying between Sydney and Singleton with a view of ascertaining whether a far shorter and more desirable route cannot be obtained than any of those at present shadowed forth.

That pending such survey no further steps be taken with reference to the Waratah-Homebush route.

And your Petitioners, as in duty bound, will ever pray, &c.

[*Here follow 1,304 signatures.*]

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY FROM WALLERAWANG TO MUDGEE.

(LETTERS, MINUTES, &c.)

Ordered by the Legislative Assembly to be printed, 27 September, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 2nd August, 1881, That there be laid upon the Table of this House,—

“Copies of all papers, letters, minutes, &c., bearing on the estimated cost of the Wallerawang and Mudgee Railway which have passed between the Engineer-in-Chief and the Assistant Engineer-in-charge of Surveys, including all other minutes thereon; also a Return showing the sum at which Contracts Nos. 1 and 2 have been taken, the estimated cost (including earth-works, bridges, and culverts) of both contracts, together with a detailed estimate showing the quantities of each contract, with the prices they have been taken at.”

(Mr. McElhone.)

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RAILWAY FROM WALLERAWANG TO MUDGEES.

No. 1.

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

Minute Paper.

The trial surveys of a Railway from Wallerawang to Mudgee.

MESSRS. Rouse, Buchanan, and Hurley, M.P.'s have waited upon me as a deputation, with the view of urging a speedy decision from the Government respecting the construction of a railway from Wallerawang to Mudgee. I shall be glad to have the plans and computations of the probable cost of this line prepared at an early date, with the view of asking the Cabinet whether an item for the construction of a railway from Wallerawang to Mudgee shall be included in the Loan Estimates for 1877.—J.H., 25/5/77.

The estimates of the cost of this line are now being prepared, and shall be completed as early as practicable.—J.W., 13/6/77.

No. 2.

The Engineer-in-Chief to The Commissioner for Railways.

Minute Paper.

17 July, 1877.

Subject: Description of proposed line of Railway from Wallerawang to Mudgee; length, 85 miles; estimated cost, £892,500.

THIS proposed extension leaves the Great Western Railway at the Wallerawang Station, at a point 104½ miles from Sydney; thence by Piper's Flats to the head of that creek, crosses the dividing range, and follows for several miles the course of Dalhenty's Creek; crosses Cullen Creek; thence through Red Spring Gap to a crossing of Jew's Creek, about ¾ of a mile below the Ben Bullen Inn.

About a mile further on, the line crosses the Mudgee Road for the first time (16 miles from Wallerawang), and keeps the direction of this road to the Crown Ridge, passing under the road by a tunnel 9½ chains in length, about 1¼ mile beyond the Crown Ridge Inn. The direction of the road is still followed as far as Capertee Camp, where the road is crossed for the third time.

From this point the difficulties of the line commence, and for 20 miles to Flatlands the works will be very heavy, including a tunnel 18 chains in length through Carlow's Gap and the crossing of Freeman's, Brogan's and Jackson's Creeks.

The cuttings will in many instances be very deep, and chiefly through sandstone at Rylstone.

53½ miles from Wallerawang the Cudgong River is crossed, and the general direction of Rylstone and Mudgee Road is then followed throughout, passing through the Lonee and Havilah estates, crosses Lawson's Creek, near Oakfield, and terminates at the Maitland Road, 68 chains from the Holyoak Bridge over the Cudgong River, at a point 84½ miles from Wallerawang and 189 miles from Sydney.

The quantity of earthwork on this line, as estimated from the trial survey, amounts to 2,400,000 cubic yards, giving the high average of 28,400 cubic yards per mile.

There are two tunnels, one 9½ and the other 18 chains in length, and two timber viaducts, one over the Cudgong River at Rylstone, and the other over Lawson's Creek, near Mudgee.

The estimated cost of this line is £10,500 per mile, exclusive of the cost of land and compensation.

JOHN WHITTON.

No. 3.

The Engineer-in-Chief's Estimate.

Wallerawang to Mudgee (via Rylstone). Estimate from trial survey. Length, 85 miles. 21 June, 1877.

		£	s.	d.
2,403,470 c. yards...	Excavation... ..	3s.	360,520	10 0
210 l. „ ...	Tunnel at Crown Ridge	£60	12,600	0 0
400 l. „ ...	Tunnel at Carlow's Gap	£60	24,000	0 0
9,672 c. „ ...	Culverts	£3	29,016	0 0
No. 8—30 feet openings— (240 feet.)	Timber Bridge over Cudgong River at Rylstone	£12	2,880	0 0
No. 8—30 feet openings— (240 feet.)	Timber Bridge over Lawson's Creek at Mudgee...	£12	2,880	0 0
54,400 rods...	Fencing	7s.	19,040	0 0
8 „ ...	Public Road—level crossings	£50	400	0 0
8 „ ...	Gate Houses	£400	3,200	0 0
170 „ ...	Occupation—Road Crossings	£30	5,100	0 0
85 miles...	Permanent Way, complete, @ per mile	£3,500	297,500	0 0
3 „ ...	Do. for Sidings, &c... ..	£3,500	10,500	0 0
„ ...	Station Buildings, Platforms, Water Supply, &c... ..	.....	30,000	0 0
85 „ ...	Engineering and Supervision	£250	21,250	0 0
			818,886	10 0
10 per cent. Contingencies			81,888	13 0
Total... ..			900,775	3 0
(Rate per mile, £10,597 7s.)				
Say £10,500 per mile for Works... ..			892,500	0 0

J.W.

No. 4.

Minute from Engineer-in-Chief to The Secretary for Public Works.

Loan Estimates, 1879.

29 August, 1879.

ON looking over the Loan Estimates, I find that the amount voted for the construction of the line from Wallerawang to Mudgee is £735,000.

The estimate furnished by me was £892,000. How this error occurred I am not aware, but I think it right to point it out to the Minister.

JOHN WHITTON.

No. 5.

The Engineer-in-Chief to The Assistant Engineer for Trial Surveys.

Minute Paper.

Subject: Estimate for the Mudgee line.

Engineer-in-Chief's Office, Sydney, 21 April, 1881.

WHEN marking on the working section of the second portion of the Mudgee line the culverts and bridges I was astonished at the number and sizes required, and made an approximate estimate of the cost, which will be about £1,300 per mile.

I then referred to the estimate prepared by you of this line for the whole distance Wallerawang to Mudgee, and found that about £300 per mile only for bridges and culverts had been provided.

Referring then to the first contract, about 22 miles, I discovered that this length will absorb nearly the whole amount estimated by you as the cost for 85 miles, thus showing a deficiency in your estimate for culverts and bridges alone of about £85,000.

I find also that the earthwork quantities on this line are about 800,000 cubic yards in excess of the quantities furnished to me by you from the trial sections.

I am aware that some of the gradients were improved; but when you found in completing the working sections that this increase would arise you should have called my attention to it, so that the gradients might have been altered to reduce the quantities.

I am at a loss to know how such a mistake could have occurred in the culverts and bridges, and shall be glad of an explanation from you, as I shall have to give some reason for this great mistake in the estimate of this line.

JOHN WHITTON.

No. 6.

Memo. from Assistant Engineer for Trial Surveys to Engineer-in-Chief.

ON reference to the section of trial survey for the Mudgee Railway I find that, when preparing the original estimate I allowed for culverts which, although both less in number and generally of smaller dimensions than those marked on the working section of the Engineer-in-Chief, would in the aggregate have far exceeded the quantity shown in the estimate I supplied. There was consequently a serious error in working out the estimate, for which I presume I must take the blame. The only way in which I can account for the error is that I must at the time, as I usually do when making these estimates, have read out from the section to one of the office staff the length of each culvert to be put down in different columns according to depth and size of embankment, and that when making out the total of each description of culvert, and in cubing these totals from the table of culvert quantities per foot run, the mistake must have been made. Those estimates are always made in a most hurried manner when the information is required for the preparation of Loan Estimates, and generally there is no time for properly checking them.

With reference to the increase of earthwork quantities, I find that the increase alone caused by the alteration of grades at the Crown Ridge, and the alteration of route and grades between Rylstone and Dungaree, amount to nearly 300,000 cubic yards; and as the whole of the 1 in 40 grades on the original section were changed to 1 in 50 and 1 in 48 on the working section, I was aware that there must be a very large increase in the total earthwork quantities.

The whole of the quantities were shown in pencil on the working section, and the disposal sheets made out before the grades were determined, and I regret that I did not draw the attention of the Engineer-in-Chief to the amount of increase.

HERBERT PALMER, 28/4/81.

No. 7.

Minute by Engineer-in-Chief.

ON receiving Mr. Palmer's memo. I gave instructions for the alteration of the gradients, where practicable, to 1 in 40, thus reducing the earth-works and also the cost of culverts.

The works have been contracted for at the following amounts, viz. :-

	£	s.	d.
Monie & Mattinson, 22m. 56ch.	180,692	7	6
Fishburn & Morton, 61m. 78ch.	463,973	8	0
Total amount of tenders	£644,665	15	6
Add value of rails for main line and sidings, and for switches and crossings	£107,334	4	6
	£752,000	0	0
Amount of Estimate	892,000	0	0
Leaving a balance of	£140,000	0	0

for station buildings, engineering expenses, water supply, &c.

The amount voted was only £735,000, to which fact I called the Minister's attention by memo. dated 29 August, 1879.

J.W., 9/7/81.

No. 8.

No. 8.

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

Minute Paper.—Subject: Wallerawang and Mudgee Railway.

Engineer-in-Chief's Office, Sydney, 9 July, 1881.

I ENCLOSE, for the information of the Minister, the papers having reference to the mistake made by Mr. Palmer in the original quantities upon which the estimate was prepared for this extension.

I verbally explained to the Minister some time ago that my memo. to Mr. Palmer was left by him in the room set apart for the use of contractors, and was copied and circulated in Sydney.—J.W.

Under Secretary for Works.—B.C.

No. 9.

Circular sent to Tenderers.

Department of Public Works, Railway Branch, Engineer's Office, Sydney, 11 May, 1881.

It having been found desirable to alter some of the gradients in the working section of the second part of the proposed extension from Wallerawang to Mudgee, I am directed by the Engineer-in-Chief to request you to be good enough to sign and attach to your tender for the works the accompanying memo.

W. H. QUODLING.

hereby agree in the event of tender being accepted to carry out the works in accordance with the altered gradients now shown upon the working section by tracings placed over those portions which have been revised.

Name.....
Address.....
Date

No. 10.

Anonymous letter sent to Chief Clerk.

Sir,

Sydney, 18 May, 1881.

I am anxious to intimate through you to the Engineer-in-Chief that there is a determined move being made to attack that gentleman, both through the Press and also in the House of Assembly.

The attack will be based on a minute written by Mr. Whitton to Mr. Palmer, No. 81/316, in which Mr. Palmer is charged with the grossest incapacity in having furnished a greatly incorrect estimate for the Wallerawang and Mudgee line of railway, in consequence of which the Department has been egregiously misled.

Seen by E.-in-C.—W.H.Q.

No. 11.

Excerpt from Analysis of Tenders.

Extension Wallerawang to Mudgee.—Contract No. 1.

Quantities.		Particulars.	Engineer's Estimate.		Monie & Mattinson's Tender.	
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
774,000	Cub. yds.	Excavation from cuttings	0 2 7	99,975 0 0	0 2 8	103,200 0 0
43,000	"	" from side cuttings.....	0 1 6	3,225 0 0	0 1 3	2,687 10 0
13,500	"	" side ditches.....	0 1 6	1,012 10 0	0 1 3	843 15 0
1,000	"	" inlets and outlets	0 2 0	100 0 0	0 1 3	62 10 0
2,800	"	" diversions of watercourses	0 2 6	350 0 0	0 1 6	210 0 0
3,500	"	" foundations.....	0 3 0	525 0 0	0 1 6	262 10 0
5,700	"	Brickwork in culverts, cement	3 0 0	17,100 0 0	2 10 0	14,250 0 0
200	"	" bridges, &c., mortar	2 10 0	500 0 0	2 7 6	475 0 0
120	Lin. yds.	Dry square culverts, 18".....	2 14 0	324 0 0	2 0 0	240 0 0
550	"	" " 2 ft.	3 10 0	1,925 0 0	2 10 0	1,375 0 0
10,200	Cub. ft.	Ironbark timber	0 7 0	3,570 0 0	0 6 0	3,060 0 0
3,600	"	Hardwood, in planking, &c.	0 6 0	1,080 0 0	0 5 0	900 0 0
4,200	Lin. ft.	" in piles, fixed	0 6 0	1,260 0 0	0 5 6	1,155 0 0
2,700	"	" for wings	0 5 6	742 10 0	0 4 6	607 10 0
75	"	" box drains, 3' x 1' 6"	0 14 0	52 10 0	0 15 6	58 2 6
1,700	"	" " 8" x 8"	0 6 0	510 0 0	0 4 6	382 10 0
4,900	Sup. ft.	Sawn slabs.....	0 1 6	367 10 0	0 0 3	61 5 0
42,200	Lbs.	Ironwork	0 0 9	1,582 10 0	0 0 6	1,055 0 0
4,700	S. yds.	Painting bridges	0 1 6	352 10 0	0 1 6	352 10 0
8,800	"	Tarring	0 0 8	293 6 8	0 1 0	440 0 0
15,650	Rods	Fencing	0 7 6	5,868 15 0	0 9 6	7,433 15 0
45,100	Lin. yds.	Ballasting	0 5 6	12,402 10 0	0 4 6	10,147 10 0
42,920	"	Laying permanent way	0 3 0	6,438 0 0	0 2 0	4,292 0 0
550	"	" crossings and switches	0 7 6	206 5 0	0 4 6	123 15 0
48,500	No.	Sleepers	0 6 0	14,550 0 0	0 5 0	12,125 0 0
480	Cub. ft.	Ironbark timber guard-rails	0 8 0	192 0 0	0 6 0	144 0 0
3,600	Cub. yds.	Metalling	0 10 0	1,800 0 0	0 5 0	900 0 0
90	No.	10' gates	10 0 0	900 0 0	15 0 0	1,350 0 0
10	"	12' "	12 0 0	120 0 0	17 0 0	170 0 0
8	"	15' "	15 0 0	120 0 0	19 0 0	152 0 0
400	Lin. yds.	18" drain-pipes	1 10 0	600 0 0	1 4 0	480 0 0
1	No.	Office and stable	400 0 0	400 0 0	400 0 0	400 0 0
7,650	Cub. yds.	Tunnels excavation	0 15 0	5,737 10 0	0 13 0	4,972 10 0
1,900	"	Brickwork in lining	3 5 0	6,175 0 0	3 0 0	5,700 0 0
118	"	Masonry to fronts.....	3 15 0	442 10 0	4 0 0	472 0 0
10	No.	Sanctuaries	3 0 0	30 0 0	10 10 0	105 0 0
187	Lin. yds.	Dry rubble drain	0 5 0	46 15 0	0 5 0	46 15 0
Total.....£			.....	190,876 11 8	.....	180,692 7 6

18 August, 1880.

JOHN WHITTON.

No. 12.

No. 12.

Excerpt from Analysis of Tenders.

Extension Wallerawang to Mudgee.—Contract No. 2.

Quantities.		Particulars.	Engineer's Estimate.		Fishburn and Morton's Tender.	
			£ s. d.	£ s. d.	£ s. d.	£ s. d.
2,040,000	Cub. yds.	Excavation from cuttings	0 2 8	272,000 0 0	0 2 7½	267,750 0 0
93,000	"	" side cutting	0 1 6	6,975 0 0	0 1 2	5,425 0 0
37,000	"	" side ditches	0 1 6	2,775 0 0	0 0 10	1,541 13 4
3,000	"	" inlets and outlets	0 2 0	300 0 0	0 2 0	300 0 0
5,000	"	" diversions of watercourses	0 2 6	625 0 0	0 2 0	500 0 0
16,000	"	" foundations	0 3 0	2,400 0 0	0 2 0	1,600 0 0
14,000	"	Brickwork to culverts, cement 4 to 1.....	3 0 0	42,000 0 0	2 10 0	35,000 0 0
400	"	" to bridges and platforms, mortar ...	2 10 0	1,000 0 0	2 10 0	1,000 0 0
450	Lin. yds.	Dry square culverts, 18 inches	2 14 0	1,215 0 0	1 14 0	765 0 0
1,800	"	" " 2 feet	3 10 0	6,300 0 0	2 0 0	3,600 0 0
41,000	Cub. ft.	Timber, ironbark.....	0 7 0	14,350 0 0	0 6 0	12,300 0 0
12,000	"	" hardwood in planking.....	0 6 0	3,600 0 0	0 4 0	2,400 0 0
23,000	Lin. ft.	" piles fixed 16" diameter	0 6 0	6,900 0 0	0 4 0	4,600 0 0
14,000	"	" " for wings, 12" diam. ...	0 5 6	3,850 0 0	0 3 6	2,450 0 0
120	"	" box drains, 3' x 1' 6"	0 14 0	84 0 0	0 8 0	48 0 0
50	"	" " 1' 6" x 1'	0 10 0	25 0 0	0 5 0	12 10 0
5,200	"	" " 8" x 8"	0 6 0	1,560 0 0	0 2 6	650 0 0
18,000	Sup. ft.	Sawn slabs.....	0 1 6	1,350 0 0	0 1 0	900 0 0
132,000	lbs.	Ironwork	0 0 9	4,950 0 0	0 0 5	2,750 0 0
18	Cwt.	Cast-iron	1 15 0	31 10 0	1 10 0	27 0 0
17,000	Sq. yds.	Painting bridges	0 1 6	1,275 0 0	0 1 9	1,487 10 0
32,000	"	Tarring timber-work	0 0 8	1,066 13 4	0 0 9	1,200 0 0
40,000	Rods	Fencing	0 7 6	15,000 0 0	0 7 9	15,500 0 0
119,000	Lin yds.	Ballasting permanent way, including sidings, &c.	0 5 6	32,725 0 0	0 4 4	25,783 6 8
114,900	"	Laying, including straightening rails and sidings, &c.	0 3 0	17,235 0 0	0 2 4	13,405 0 0
1,600	"	Laying crossings and switches	0 7 6	800 0 0	0 5 6	440 0 0
130,600	No.	Sleepers	0 6 0	39,180 0 0	0 3 9	24,487 10 0
1,500	Cub. ft.	Ironbark timber guard-rails	0 8 0	600 0 0	0 6 6	487 10 0
13,000	Cub. yds.	Metalling approaches	0 10 0	6,500 0 0	0 6 6	4,225 0 0
248	No.	Gates, 10'	10 0 0	2,480 0 0	17 0 0	4,216 0 0
20	"	" 12'	12 0 0	240 0 0	19 0 0	380 0 0
30	"	" 15' including wicket gate and picket fencing.	20 0 0	600 0 0	21 0 0	630 0 0
1	"	Office and stable	400 0 0	400 0 0	300 0 0	300 0 0
17,000	Cub. yds.	Excavation	0 15 0	12,750 0 0	0 12 6	10,625 0 0
4,200	"	Brickwork in lining (cement 2 to 1)	3 5 0	13,650 0 0	3 12 0	15,120 0 0
117	"	Masonry fronts	3 15 0	438 15 0	4 0 0	468 0 0
22	"	Sanctuaries, masonry or brickwork, cement 2 to 1.	3 0 0	66 0 0	10 0 0	220 0 0
418	Lin. yds.	Dry rubble drain	0 5 0	104 10 0	3 6 0	1,379 8 0
Total			£	517,201 8 4	.....	463,973 8 0

8 June, 1881.

JOHN WHITTON.

[6d.]

Sydney: Thomas Richards, Government Printer.—1881.

305—B

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(FREE PASSES GRANTED BY COMMISSIONER FOR, DURING THE YEARS 1879 AND 1880.)

Ordered by the Legislative Assembly to be printed, 31 August, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 18th January, 1881, That there be laid upon the Table of this House, a Return showing,—

- “ (1.) The number of free passes given away by Mr. Goodchap, Commissioner for Railways, during the years 1879 and 1880.
 “ (2.) The places for which they were issued.
 “ (3.) The names of the persons the free passes were given to.
 “ (4.) The purpose for which they were given.”

(Mr. McElhone.)

The Commissioner for Railways to The Secretary for Public Works.

Sir,

Department of Public Works, Railway Branch, Sydney, 8 July, 1881.

In forwarding the enclosed information respecting the issue of Free Passes, called for by the Order of the Legislative Assembly, I would mention, with reference to the wording of paragraph (1) of the Resolution, that no pass has been issued by me except under Ministerial authority.

In the case of the passes issued to Judges on Circuit, this course was approved of by the Governor and Executive Council, and has been in force for some years. With regard to the issue of passes to Officers of H.M. Ships, Competitors in intercolonial contests, Commissioners at Exhibitions, Representatives of the press, and Visitors to the Colony, passes have been granted in accordance with the rules which have been in force for many years under the sanction of the various Secretaries for Public Works.

In reference to the free passes issued to visitors, I may state that in no instance have passes been issued without careful inquiry, and in strict accordance with precedent.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

RAILWAYS.

FREE PASSES granted to Judges, &c., on Circuit.

Date.	Class.	Name.	Station from.	Station to.
1879.				
4 Jan. ...	2	Groom in charge of Judge McFarland's horses, &c.	Sydney	All stations & return.
6 " ...	1	Judge McFarland	"	All stations.
28 " ...	1	Judge Meymott	Murrurundi	Musclebrook.
1 Feb. ...	1	Judge Dowling	Sydney	All stations.
1 Mar. ...	1	Judge Wilkinson	Newcastle	Scone and return.
12 " ...	1	Sir W. Manning	Sydney	Wagga.
28 " ...	2	Groom in charge of Acting Judge Holroyd's horses, &c.	"	Orange and return.
1 April ...	1	Judge Faucett	"	Yass.
1 " ...	1	Mr. Mackinnon	"	"
1 " ...	1	Judge Stephen and associate	Newcastle	Tamworth.
1 " ...	2	Groom in charge of His Honor Judge Faucett's horses, &c.	Sydney	Yass and return.
1 " ...	2	Groom in charge of Judge Stephen's buggy and horses.	Newcastle	Tamworth.
3 " ...	1	Judge Murray	Sydney	All stations.
11 " ...	1	Judge Davis	"	Bathurst.
11 " ...	1	Mr. Martin	"	"
28 " ...	1	Judge Dowling	"	All stations.
3 May ...	1	Judge Wilkinson	"	"
1 June ...	1	Judge McFarland	"	"
7 " ...	2	Groom in charge of Judge McFarland's horses, &c.	"	All stations & return.
9 " ...	1	Judge Dowling	Newcastle	All stations.
26 Aug. ...	2	Groom in charge of Judge McFarland's horses, &c.	Sydney	All stations & return.
12 Sept. ...	1	Judge Manning and associate	Newcastle	All stations.
13 " ...	2	Groom in charge of His Honor Judge Faucett's horses, &c.	Sydney	Wagga and return.
23 " ...	1	Judge Windeyer and associate	"	Yass.
23 " ...	1	Judge Faucett	"	Wagga.
26 " ...	1	Judge Murray	"	All stations.
1 Oct. ...	2	Groom in charge of Judge Stephen's horses, &c.	"	"
7 " ...	1	Judge Stephen and associate	"	"
12 " ...	1	Judge Windeyer	Newcastle	West Maitland.
1880.				
1 Mar. ...	1	Judge Faucett	"	Tamworth.
12 " ...	2	Servant to Judge Hargraves	Sydney	Goulburn.
16 " ...	1	Judge Hargraves and associate	"	"
16 " ...	1	Judge Manning	"	Orange.
23 " ...	2	Servant to Judge Faucett	Newcastle	Tamworth.
25 " ...	1	Judge Windeyer and associate	Sydney	Wagga.
9 April ...	1	Judge Stephen	"	Bathurst.
30 July ...	1	Acting Judge Bennett	Newcastle	All stations.
21 Sept. ...	2	Attendant on Judge Hargraves	Sydney	All stations & return.
24 " ...	1	Judge Windeyer and associate	"	Wellington.
27 " ...	1	Judge Hargraves	"	All stations.
30 " ...	1	Judge Manning	Newcastle	Tamworth.
.....	1	Judge Faucett	Sydney	Goulburn.

FREE PASSES issued for Charitable Purposes.

Date.	Class.	Name.	Station from.	Station to.
1879.				
2 Jan. ...	2	Mr. Goliker	West Maitland	Quirindi.
2 " ...	2	Mrs. Cooper	Newcastle	Tamworth.
4 " ...	2	Mr. Dogherty	Orange	Sydney.
4 " ...	2	Mr. Bardley & family (3)	Sydney	Lithgow.
4 " ...	2	Mr. Chard & family (4)	Bathurst	Sydney.
12 Feb. ...	2	Mr. Gutteridge	Sydney	Blue Mountain.
12 " ...	2	Mr. Parr	"	Liverpool.
25 " ...	2	Mr. Goodshaw	Maitland	Newcastle.
15 Mar. ...	2	Mrs. Newman & family (3)	Sydney	Marulan.
15 " ...	2	Mr. G. Furse	Orange	Sydney
26 " ...	2	Mr. Ealy	Bathurst	"
26 " ...	2	Mrs. Bowman	Macquarie Plains	"
2 April ...	2	Mrs. King & four children	Bathurst	"
2 " ...	2	" Hall	Binalong	"
2 " ...	2	Mrs. Hurley	Bathurst	"
7 " ...	2	Mr. Ferguson	Wellington	"

FREE PASSES issued for Charitable Purposes—*continued.*

Date.	Class.	Name.	Station from.	Station to.
1879.				
7 April	2	Mr. Whorten	Parramatta	Wagga Wagga.
17 "	2	Mrs. Butler	Sydney	Orange.
29 "	2	Mr. Deely	"	Bowenfels.
29 "	2	Mr. Beervan	Bathurst	Sydney.
5 May	2	Mrs. Bradford	Sydney	W'wang.
5 "	2	Mrs. Harekin	"	Wagga Wagga.
21 "	2	Mr. Lynch	"	Cootamundra.
27 "	2	Mr. Hair	"	M'burrah.
1 June	2	Mrs. Dickson	Maitland	M'brook.
3 "	2	Mr. O'Hagen	Sydney	Orange.
3 "	2	Mrs. ——— & child	"	Wagga Wagga.
8 "	2	Mr. Murray	"	Orange.
8 "	2	Mr. & Mrs. Muleahy	"	Sodwalls.
11 "	2	Mr. Cone	Maitland	M'brook.
16 "	2	Mrs. ———	Mittagong	Sydney.
17 "	2	Mr. Arien	Maitland	Newcastle.
1 July	2	Mr. ——— & child	Sydney	Wagga Wagga.
3 "	2	Mr. Marsden	"	Goulburn.
4 "	2	Mr. Marsden	Goulburn	Wagga Wagga.
11 "	2	Mrs. Coudry	Newcastle	Tamworth.
17 "	2	Mrs. Dawson	"	"
21 "	2	Mrs. Young & child	Sydney	Orange.
21 "	2	Orphan Boy	Parramatta	M'burrah.
21 "	2	Mrs. Sheehan	Sydney	Orange.
29 "	2	Mr. Lyman	Goulburn	Sydney.
1 Aug.	2	Mr. Reilly	Maitland	Newcastle.
8 "	2	Mrs. Stewart & four children	Sydney	Orange.
16 "	2	Mr. Johnstone & two children	"	M'burrah.
8 Sept.	2	Mrs. Dollison	"	"
26 "	2	Mr. Murray	Bathurst	Sydney.
26 "	2	Mr. M'Donald	Goulburn	"
26 "	2	Mr. Edwards	Sydney	Orange.
7 Oct.	2	Mr. Littlewood & five children	"	Moss Vale.
7 "	2	Mr. Murray	"	Bathurst.
27 "	2	Mr. Lewis & wife	"	Goulburn.
13 Nov.	2	Mr. Higgins	Newcastle	Gunnedah.
13 "	2	Mr. Carr & wife	"	West Maitland.
18 "	2	Mr. M'Leod	Goulburn	Sydney.
21 "	2	Mr. Gallager	Maitland	Gunnedah.
21 "	2	Mrs. Hartley & child	Newcastle	Tamworth.
1 Dec.	2	Mrs. Wiggon & child	Sydney	Orange.
1880.				
3 Jan.	2	Miss Butler	Maitland	Gunnedah.
3 "	2	Mrs. Loper	"	Tamworth.
14 "	2	Mr. Gribben	Sydney	Orange.
21 "	2	Mr. Sherman & family (7)	"	Bathurst.
21 "	2	2 Deaf and Dumb children	"	Yass.
21 "	2	Mr. Beequet	"	"
29 "	2	Mr. Walker	Parramatta	Sydney.
1 Feb.	2	Mr. Drysdale	Maitland	Tamworth
4 "	2	Mrs. Lessa & three children	Sydney	Goulburn.
10 "	2	Mr. Richards	Goulburn	Liverpool.
13 "	2	Mr. Boxen	Sydney	Parramatta.
24 "	2	Mr. Mack	"	"
24 "	2	Mr. Bone	"	"
27 "	2	Mrs. Evans & three children	Ashfield	Goulburn.
23 Mar.	2	Mr. Hughes (2)	Newcastle	Tamworth.
26 "	2	Mrs. ———	"	Gunnedah.
26 "	2	Mr. A. Mack	Sydney	Parramatta.
1 April	2	Mr. Gardiner	"	"
1 "	2	Mr. Dever	Singleton	Newcastle.
1 "	2	Mr. M'Donough	Maitland	Gunnedah.
6 "	2	Mr. Kellelea	Sydney	Cootamundra.
22 "	2	Mr. Lees	"	W'wang.
1 May	2	Mr. Sprigg	"	Wagga Wagga.
20 "	2	Mr. M'Namara	"	Parramatta.
27 "	2	Mr. Baptist	Newcastle	Tamworth.
29 "	2	Mr. Perkins	Sydney	Wellington.
1 June	2	Mr. Berry	"	Penrith.
1 "	2	Mr. Lunt	Maitland	Gunnedah.
1 "	2	Six patients from Narrabri Hospital	Gunnedah	Newcastle.
9 "	2	Mr. Perry	Sydney	Penrith
9 "	2	Mr. Cross	"	Bowning.
15 "	2	Mr. Cunningham	"	Liverpool.
15 "	2	Mr. G. Fowbridge	Maitland	M'brook.
15 "	2	Mr. Deven & wife	Singleton	Newcastle.
15 "	2	Mr. Gore	Maitland	Gunnedah.
15 "	2	Mr. Walbie	"	Tamworth.
15 "	2	Mr. B. Roberts	"	Breza.
22 "	2	Mrs. Lee & five children	Sydney	W'wang.
1 July	2	Mr. Ward	"	Parramatta.
1 "	2	Mrs. Bowden	"	Ironbarks.
2 "	2	Mr. Terry	"	Penrith.
12 "	2	Mr. Fox	"	Parramatta.
19 "	2	Mrs. Reid & three children	Bathurst	Sydney.
20 "	2	" Bilocla Orphan"	Newcastle	Tamworth.
20 "	2	Miss Wright & three children	"	"

FREE PASSES issued for Charitable Purposes—*continued.*

Date.	Class.	Name.	Station from.	Station
1880.				
22 July	2	Mr. Rogers	Sydney	Wagga Wagga.
27 "	2	Mr. Nich	"	Wellington.
1 Aug.	2	Mr. C. Car	West Maitland	Tamworth.
23 "	2	Mr. Edgeley	"	Breeza.
1 Sept.	2	Mr. Murray	Bathurst	Sydney.
1 "	2	Mrs. Wall	Tamworth	Newcastle.
6 "	2	Mrs. Lees	Sydney	W'wang
14 "	2	Mr. Murray	"	Bathurst.
14 "	2	Mrs. M'Mahon	West Maitland	Tamworth.
30 "	2	Mrs. Lako & children	Sydney	Cootamundra.
1 Oct.	2	Mr. Larkin	"	Bathurst.
1 "	2	Misses Byrnes (2)	Newcastle	Tamworth.
3 Nov.	2	Mrs. Ross	Sydney	Cootamundra.
20 "	2	Mr. Perry	"	Penrith.
1 Dec.	2	Mrs. Peat	Maitland	Tamworth
1 "	2	Mrs. O'Hare	"	"
1 "	2	Mr. & Mrs. Mack	West Maitland	"
8 "	2	Mr. Whittaker	Wellington	Sydney.
8 "	2	Mr. Thos. Collins	Valley	"

FREE PASSES granted to Persons seeking Employment in the Country.

Date.	Class.	Name.	Station from.	Station
1879.				
4 Jan.	2	Mr. Craigon	Sydney	Orange.
4 "	2	Mr. M'Intyre	"	Goulburn.
4 "	2	Mr. Marshall	"	Bathurst.
4 "	2	Mr. Saltwell	"	Orange.
4 "	2	Mr. Willoughby	"	"
5 "	2	Mr. Perkins	"	Marulan.
11 "	2	Mr. Valus	Newcastle	Tamworth.
19 "	2	Mr. Williams	"	"
6 Feb.	2	Mr. Thrush	Sydney	Wagga Wagga.
12 "	2	Mr. Daly	"	Bathurst.
24 "	2	Mr. Stowick	"	Wagga Wagga
1 Mar.	2	Mr. Parkins	"	Orange.
3 "	2	Mr. Elliott	"	Wagga Wagga.
8 "	2	— Powys	"	"
17 April	2	Mr. Barrett	"	Blacktown.
18 "	2	Mr. Short	"	Wagga Wagga.
1 May	2	Mr. Lindsay	"	Orange
15 "	2	Mr. Clark	Newcastle	Tamworth.
21 "	2	Mr. Edwards	"	"
21 "	2	Mr. M'Gow	Sydney	Wagga Wagga.
21 "	2	Mr. M. Lynch	"	Murrumburrah.
3 June	2	Mr. Barnes	"	Wagga Wagga.
3 "	2	Mr. Harris	"	"
8 "	2	Mr. Hall	"	Binalong.
8 "	2	Mr. E. Hall	"	"
17 "	2	Mr. Simmonds	Newcastle	Breeza.
18 "	2	Mr. Hawkins	Sydney	Wagga Wagga.
18 "	2	Mr. Smith	"	"
24 "	2	Mr. Fenwick	"	Orange.
2 July	2	Mr. Kelly	"	Bathurst.
4 "	2	Mr. Davis	"	Orange.
4 "	2	Mr. Wakely	"	"
21 "	2	Mr. Newton	"	Goulburn.
21 "	2	Mr. Stevens	Goulburn	Wagga Wagga.
25 "	2	Mr. Carden	Newcastle	Tamworth.
25 "	2	Mr. Constable	"	"
25 "	2	Mr. Astolfi	"	"
25 "	2	Mr. Quiste	"	"
25 "	2	Mr. Lamarr	"	"
29 "	2	Mr. Aitkins	Sydney	Orange.
8 Aug.	2	Mr. Hart	"	Wagga Wagga.
8 "	2	Mr. Abbot	Goulburn	Sydney.
16 "	2	Mr. Sandon	Sydney	Orange.
16 "	2	Mr. Wood	"	Lithgow.
19 "	2	Mr. M'Atcer	"	Wallerawang.
26 "	2	Mr. M'Cann	"	Orange.
26 "	2	Mrs. Graham	"	Wagga Wagga.
9 Sept.	2	Mr. Black	"	Murrumburrah.
13 "	2	Mr. Mabel	"	Lithgow.
13 "	2	Mr. Elliott	"	Wagga Wagga.
26 "	2	Mr. Murray	"	Junee.
26 "	2	Mr. Thompson & Son	"	"
1 Oct.	2	Mr. Agonir	"	Wagga Wagga.
1 "	2	Mr. Walsh	"	Bowing.
1 "	2	"	"	Murrumburrah.
3 "	2	Mr. Curnow	"	Orange.
6 "	2	Mr. Bennett	Newcastle	Tamworth
7 "	2	Mr. Draper	Sydney	Junee.
7 "	2	Mr. M'Kinsley	"	"

FREE PASSES granted to Persons seeking Employment in the Country—*continued.*

Date.	Class.	Name.	Station from.	Station to.
1879.				
7 Oct.	2	Mr. Sandon	Sydney	Junee.
8 "	2	Mr. Saber	"	Goulburn.
11 "	2	Mr. Soultter	Newcastle	Tamworth.
15 "	2	Mr. M'Cauley	Sydney	Moss Vale.
18 "	2	Mr. Edwards	Newcastle	Tamworth.
22 "	2	Mr. J. Hinton	Sydney	Wagga Wagga.
26 "	2	Mr. Boys	Newcastle	Singleton.
27 "	2	Mr. Stafford	Sydney	Bathurst.
27 "	2	Mr. Jones	"	Wagga Wagga.
27 "	2	Mr. Tugal	"	Murrumburrah.
27 "	2	Mr. M'Gaw & wife	"	"
27 "	2	Mr. Gumbly	"	Wagga Wagga.
27 "	2	Mr. Whorton	"	Bathurst.
27 "	2	Mr. Kennings	"	"
28 "	2	Mr. Adams	"	Wagga Wagga.
28 "	2	Mr. Williams	"	"
28 "	2	Mr. Dodd	"	Junee.
29 "	2	Mr. Radcliff	"	Wagga Wagga.
29 "	2	Mr. Davis	"	Wallerawang.
29 "	2	Mr. Clark	"	Murrumburrah.
31 "	2	Mr. Rebello	"	Wagga Wagga.
1 Nov.	2	Mr. M'Tighe	"	"
1 "	2	Mr. Comerford	"	Junee.
1 "	2	Mr. Porter & wife	Newcastle	Tamworth.
1 "	2	Mr. Mills	Maitland	"
1 "	2	Mr. Graham	"	"
3 "	2	Mr. Quinser	Sydney	Orange.
9 "	2	Mr. Mitchell	Newcastle	Murrurundi.
13 "	2	Mr. Ryan & Son	Sydney	Wagga Wagga.
13 "	2	Mr. Rehble	"	Orange.
13 "	2	Mr. Morgan	"	"
13 "	2	Mr. Wall	"	Junee.
13 "	2	Mr. Romaine	"	Goulburn.
18 "	2	Mr. Heanon	"	Wagga Wagga.
18 "	2	Mr. Miller	"	"
18 "	2	Mr. Frans	"	"
21 "	2	Mr. Riley	Newcastle	Quirindi.
1 Dec.	2	Mr. Parker	Sydney	Orange.
1 "	2	Mr. Wilson	"	"
1 "	2	Mr. Lloyd	"	Wagga Wagga.
1 "	2	Mr. Sims	"	Goulburn.
9 "	2	Mr. Daly	"	Yass.
9 "	2	Mr. Whitney	"	Orange.
11 "	2	Mr. Goodwin	Newcastle	Quirindi.
23 "	2	Mr. Smith	Sydney	Wagga Wagga.
24 "	2	Mr. Smith	Newcastle	Murrurundi.
30 "	2	Mr. George	Sydney	Orange.
30 "	2	Mr. Beckingham	"	"
1880.				
1 Jan.	2	Mr. A. Mitchell	"	Junee.
9 "	2	Mr. Houston	"	"
9 "	2	Mr. Rowlingson	"	"
14 "	2	Mr. Basting	"	Wagga Wagga.
14 "	2	Mr. Sherwin	"	"
15 "	2	Mr. Richards	"	Goulburn.
19 "	2	Mr. M'Keenan	"	Wagga Wagga.
20 "	2	Mr. Gribben	"	Orange.
21 "	2	Mr. Uniacke	"	"
21 "	2	Mr. Leane	"	Penrith.
4 Feb.	2	Mr. Graham	"	Orange.
4 "	2	Mr. and Mrs. Brown	"	Wagga Wagga.
4 "	2	Mr. Stut	"	Richmond.
8 Mar.	2	Mr. M'Innes	"	Orange.
8 "	2	Mr. Smee	"	Goulburn.
11 "	2	Mr. Goodman	"	Murrumburrah.
24 "	2	Mr. Donoran	"	Wagga Wagga.
1 April	2	Mr. Vaughan	"	Orange.
1 "	2	Messrs. W. Small, J. Hoyce, T. Prendin, J. Marchand, A. Palmer, C. Jameson, & P. Muir.	"	Bathurst.
12 "	2	Messrs. J. Shaw, T. Hope, & C. M'Pherson	"	"
12 "	2	Mr. Bottoms	"	Goulburn.
14 "	2	Mr. Bramble	"	"
14 "	2	Mr. Williams	"	Wallerawang.
15 "	2	Mr. & Mrs. Miller	"	Wagga Wagga.
15 "	2	Mr. Poole	"	Goulburn.
21 "	2	Mr. Boland	"	Lithgow.
21 "	2	Mr. Maxwell	"	"
22 "	2	Mr. Butterton	"	"
22 "	2	Mr. M'Culloch	"	Bowenfels.
10 May	2	Mr. Butler	"	Lithgow.
13 "	2	Mr. Gordon	"	Goulburn.
17 "	2	Mr. Morgan	"	Bowenfels.
18 "	2	Mr. Holdsworth	"	Bathurst.
20 "	2	Mr. M'Namara	"	Goulburn.
1 June	2	Mr. T. Ashbury	"	Wellington.
1 "	2	Messrs. R. & G. Jeffery	Newcastle	Tamworth.
1 "	2	Mr. J. Wall	"	"

FREE PASSES granted to Persons seeking Employment in the Country—*continued.*

Date.	Class.	Name.	Station from.	Station to.
1880.				
1 June	2	Mr. R. Edgar	Newcastle	Tamworth.
1 "	2	Mr. J. Summers	"	"
8 "	2	Mr. Blanchard	Sydney	Goulburn.
9 "	2	Mr. Barker	"	Lithgow.
12 "	2	Mr. Green	"	Blaxland.
12 "	2	Mr. Downes	"	"
15 "	2	Mr. R. Dalglish	"	Wellington.
15 "	2	Mr. Wilshire	"	Wagga Wagga.
22 "	2	Mr. Powell	"	"
6 July	2	Mr. Downes	"	Wellington.
8 "	2	Mr. Inglis	"	Lithgow.
12 "	2	Mr. Brown	"	Cootamundra.
15 "	2	Mr. Pritchard	"	Lithgow.
15 "	2	Mr. Dalquish	"	Wellington.
17 "	2	Mr. P. Herman	"	Junce.
17 "	2	Mr. J. Green	"	"
17 "	2	Mr. J. M'Cay	"	"
17 "	2	Mr. D. Lucy	"	"
17 "	2	Mr. Scollick	"	Bathurst.
19 "	2	Mr. Cullen	"	Junce.
24 "	2	Mr. R. A. Baxter	"	Blacktown.
24 "	2	Mr. — Henderson	"	Cootamundra.
26 "	2	Mr. Heard	"	Wagga Wagga.
27 "	2	Mr. Safford	"	Moss Vale.
27 "	2	Mr. Hucy	"	Cootamundra.
2 Aug.	2	Mr. Goodman	"	"
3 "	2	Mr. Burgess	"	"
3 "	2	Mr. Dobson	"	"
3 "	2	Mr. Nantes	"	Wagga Wagga.
14 "	2	Mr. Pullen	"	Goulburn.
17 "	2	Mr. Smith	"	Cootamundra.
17 "	2	Mr. Cunane	"	Orange.
17 "	2	Mr. Daley	"	"
14 Sept.	2	Mr. Duffin	"	Wellington.
14 "	2	Mr. Nathan	"	Cootamundra.
14 "	2	Mr. Baker	"	"
21 "	2	Mr. Nancy	"	Junce.
24 "	2	Mr. Peasley	"	Cootamundra.
29 "	2	Mr. Praine	"	Wellington.
29 "	2	Mr. Green	"	Wallerawang.
1 Oct.	2	Mr. Nain	"	Cootamundra.
1 "	2	Mr. & Mrs. Collins	"	Springwood.
1 "	2	Mr. Smith	"	Campbelltown.
21 "	2	Mr. Williams	"	Junce.
21 "	2	Mr. Read	"	"
21 "	2	Mr. Benson	"	Wagga Wagga.
21 "	2	Mr. Lancaster	"	Wallerawang.
21 "	2	Mr. Deakin	"	Cootamundra.
21 "	2	Mr. Holdsworth	"	"
25 "	2	Mr. Benke	"	Blayney.
1 Nov.	2	Mr. Villiers	"	Goulburn.
6 "	2	Mr. E. Abbott	"	Bathurst.
6 "	2	Mr. W. Hall	"	"
12 "	2	Mr. O'Rafferty	"	Gerogery.
12 "	2	Mr. Stuart	"	Cootamundra.
12 "	2	Mr. Carrington	"	"
12 "	2	Mr. Gordon	"	Orange.
12 "	2	Mr. M'Gregory	"	"
13 "	2	Mr. M'Garrity	"	Murrumburrah.
13 "	2	Mr. Reilly	"	Wellington.
15 "	2	Boy, ship "Vernon"	"	"
15 "	2	M. Pitthouse	Newcastle	Werris Creek.
15 "	2	Mr. Kenny	"	Tamworth.
16 "	2	Mr. Campbell	Sydney	Wellington.
19 "	2	Mr. O'Neill	"	Murrumburrah.
20 "	2	Mr. Magan	"	Bathurst.
20 "	2	Mr. Bailey	"	Wallerawang.
1 Dec.	2	Mr. Bell	Newcastle	Tamworth
1 "	2	Mr. Somers	"	"
1 "	2	Mr. Cook	"	"
1 "	2	Mr. Behen	Sydney	Wagga Wagga.
8 "	2	Mr. Chamberlain	"	Wallerawang.
8 "	2	Mr. Cross, wife, & child	"	Cootamundra.
15 "	2	Mr. Leonard	Newcastle	Tamworth.
15 "	2	Mr. Truebody	"	"
15 "	2	Mr. Hutchinson	"	"
15 "	2	Mr. Haslam	Cootamundra	Sydney.
15 "	2	Mr. Ormsby	Sydney	Wellington.
23 "	2	Mr. Mackenzie	"	Bowenfels.

FREE PASSES issued for various purposes.

Date.	Class.	Name.	Station from.	Station to.	Remarks.
1879.					
1 Jan. ...	2	Mr. Prescott	Sydney	All stations & return	Instructor of the blind.
6 " ...	1	Mr. Edwards	Bathurst	Sydney	Contractor, goods-shed—arranging matters <i>re</i> contract.
6 " ...	1	Mr. J. Duff	Sydney	All stations	Collecting seeds, Botanic Gardens.
14 " ...	1	Mr. J. J. Eaton	"	Wagga Wagga & return	Officer, Treasury department.
14 " ...	1	Mr. E. Fosbery	All stations	All stations	Inspector General of Police.
17 Feb. ...	1	Mr. W. A. Duncan	Sydney	Wagga Wagga and Orange & return.	Member, Council of Education.
5 Mar. ...	1	Mr. Shield	"	Bowenfels & return	City Coroner attending inquest.
12 " ...	1	Mr. Pearce	"	Penrith & return	} Visiting Penrith to inspect proposed sanatorium for children from Randwick Asylum.
12 " ...	1	Mr. Renwick	"	" " "	
12 " ...	1	Mr. Penfold	"	" " "	
24 " ...	1	Mr. Lloyd	"	Goulburn & return.	Artist, obtaining views for Railway Guide.
28 " ...	1	Mr. Wood	Sydney	Blayney	Injured in railway accident. Pass to return home.
7 April ...	1	Mr. R. Hill	"	Parramatta	} Commissioners reporting upon food supplied to Government asylums.
7 " ...	1	Mr. Stewart	"	"	
24 " ...	1	Mr. C. J. Richardson	Wagga Wagga	Sydney	Secretary, Melbourne Juvenile Industrial Exhibition.
24 " ...	1	Mr. Field	Quirindi	Breeza	Forwarding Agent arranging for carriage of goods to Gunnedah.
3 May ...	1	Government Photographer	"	All stations	On service.
21 " ...	1	Dr. M'Donagh	"	Wagga Wagga & return	Medical officer, Volunteer Force on service.
1 June ...	1	Government Photographer	"	All stations	On service.
1 " ...	1	Mr. Aitkenson	Moss Vale	"	Testing coal on Southern line.
5 " ...	1	Mr. Boydell	Sydney	Eskbank and return	Clerk, Legislative Assembly, on service.
9 " ...	1	Shipping Agent	Newcastle	Tamworth	A.S.N. Co., looking after lost goods.
14 " ...	1	Mr. Sharkey and assistant.	Sydney	Parramatta & return	Photographer, Government Printing Office.
24 " ...	2	Mr. Dyer	"	Mittagong & return	Assistant to Government Photographer.
25 " ...	1	Mr. Bethel	"	Murrumburrah & return.	Officer, Government Printing Office.
25 " ...	1	Mr. Lockhead	Newcastle	Tamworth & return	Shipping Agent search for lost parcel.
1 July ...	1	Mr. Atkinson	Sydney	All stations	Testing coal.
8 " ...	1	Mr. C. B. Foster	"	Pieton and return	} Professional singers, &c., giving services gratuitously at concert for charitable object.
		Miss St. Clair	"	"	
		Miss Fitzpatrick	"	"	
		Miss Long	"	"	
		Mr. Fitzgerald	"	"	
11 " ...	1	Government Photographer	"	Windsor	On service.
21 " ...	1	"	"	Richmond	"
23 " ...	1	Photographer	"	Liverpool	Obtaining views for Railway Guide.
24 " ...	2	Mr. Jones	"	Moss Vale & return	Collecting timbers for Exhibition.
25 " ...	1	Government Photographer	"	Mount Victoria	On service.
28 " ...	2	J. Leadous	Newcastle	Tamworth	Boy, training-ship "Vernon."
1 Aug. ...	1	Dep. Surveyor General	Sydney	Orange & return	On service.
2 " ...	1	Trustees Wentworth Falls Reserves.	"	Wentworth Falls and return.	Inspecting reserves, &c.
27 " ...	1	"	"	Weatherboard & return	Arranging roads to Reserves, &c.
5 Sept. ...	1	"	"	"	"
5 " ...	1	Mr. Affleck	"	Wagga Wagga	Secretary, Albury Industrial Exhibition.
11 " ...	1	Rev. T. Smith	Bathurst	Sydney and return	Visiting Sydney in connection with Education office.
15 " ...	1	Mr. Backhouse	Sydney	Wentworth Falls and return.	Trustee, inspecting reserve, &c.
22 " ...	1	Mr. Clibborn	"	Wagga and return	Secretary, A. J. Club.
23 " ...	1	Mr. Sydney	"	Lithgow	Inspector, Health Society, to inspect slaughter-houses.
29 " ...	1	Government Photographer	"	Windsor	On service.
29 " ...	1	Mr. Banks	"	Goulburn	} Professional singers, giving services gratuitously for concert for charitable object.
29 " ...	1	Mr. Stubbs	"	"	
29 " ...	1	Mr. Long	"	"	
29 " ...	1	Mr. Harrison	"	"	
1 Oct. ...	2	Mr. Prescott	"	All stations	Instructor of the blind.
4 " ...	1	Mr. Constable and another	"	Western stations	Examining Western Coal Fields.
15 " ...	1	Mr. Boles	"	Bathurst & return	Architect, Bathurst Hospital.
17 " ...	1	Mr. H. G. Lloyd	"	Wagga Wagga & return	Artist, obtaining views for Railway Guide.
22 " ...	1	Fishburn & Morton	Junee	Sydney	Contractors for Narrandera extension to sign bond.
1 Nov. ...	1	Mr. Dogotardi	Sydney	Mount Victoria and return.	Photographer, on service.
1 " ...	1	Mr. M'Kone	"	"	Assistant "
7 " ...	1	Mr. D. M'Eachern	"	Bathurst	Obtaining information, <i>re</i> exportation of fresh meat.
14 " ...	1	Government Photographer	"	Orange	On service.
17 " ...	1	Mr. Thomas	"	"	Manager, Waratah Smelting Works.
25 " ...	1	Mr. C. B. Foster	"	"	} Professional musicians, giving gratuitous services for charitable object.
25 " ...	1	Mr. and Mrs. Jackson	"	"	
25 " ...	1	Miss Long	"	"	
15 Dec. ...	1	Mr. Duff	"	All stations	Collecting seeds for Botanic Gardens.
19 " ...	1	Mr. E. Stobo	"	Wallerawang & return	Secretary to Minister for Lands.
19 " ...	1	Mr. L. Harnett	"	Goulburn	Officer, Legislative Assembly.
1880.					
3 Jan. ...	1	Mr. Duff	"	All stations	Collecting seeds for Botanic Gardens.
3 " ...	2	Mr. Turner	"	All stations & return	Collecting seeds for Botanic Gardens.
5 " ...	2	Mr. Prescott	"	"	Instructor of the blind.
5 " ...	1	Mr. J. Small	"	Wagga Wagga & return	Officer, Government Printing Office.

FREE PASSES issued for various purposes—*continued.*

Rate.	Class.	Name.	Station from.	Station to.	Remarks.
1880.					
1 Feb. ...	1	Mr. Ackland.....	Sydney	Blayney and return	Professional singer, giving services free for charitable object.
7 and 11 Feb.	2	Attendants at Hospital, Gladesville.	Homebush	Goulburn ,, ...	Travelling with hospital patients.
17 Feb. ...	1	Colonel Scratchley	Sydney	Wagga ,, ...	On service.
18 " ...	1	Signor Steffani.....	"	Lithgow and return	Professional singers giving services gratuitously in aid of Church at Lithgow.
18 " ...	1	Signora Steffani.....	"	"	
18 " ...	1	Miss Steffani.....	"	"	
18 " ...	1	Mr. Banks.....	"	"	
18 " ...	1	Mr. Hinchley.....	"	"	
18 " ...	1	Mr. Kelly.....	"	"	
18 " ...	1	Mr. Evelyn.....	"	"	
18 " ...	1	Miss St. Clair	"	"	
18 " ...	1	Mr. Flynn.....	"	"	
18 " ...	1	Mr. Daly	"	"	
18 " ...	1	Mr. Gread	"	"	Imperial Pension Officer visiting Pensioners.
18 " ...	1	Mr. G. E. Labartouche	"	All stations .....		German Consul.
23 " ...	1	Dr. R. Krauel	All stations	"	Reporting on stock reserves for Railways.
24 " ...	1	Mr. Fitzgerald	Sydney	"	" "
24 " ...	1	Mr. Lewis.....	"	"	
1 Mar. ...	1	Mr. Fell	Mittagong.....	Picton and return..	To test Southern coal.
5 " ...	1	Govt. Photographer.....	Sydney	Parramatta ,, ...	On service.
10 " ...	1	Mr. A. M. Fell.....	"	Picton & Mittagong	Manager, Australian Oil & Mineral Company testing coal.
16 " ...	1	Mr. Painsey	"	Wagga & return ...	Fisheries Commission.
16 " ...	1	Mr. Skarratt.....			
16 " ...	1	Mr. Lync			
25 " ...	1	Mr. Armstrong.....			
12 Apr. ...	1	Ah Chin.....	Newcastle.....	East Maitland	Chinese Missionary.
17 " ...	1	Mr. Affleck	Wagga	Albury and return	Industrial Exhibition.
29 " ...	2	15 members of the Permanent Force band.	Sydney	Ashfield ,, ...	To perform at concert given for charitable purposes.
5 May ...	1	Mr. C. H. Haycs.....	"	Wagga Wagga & return	Secretary to Chamber of Commerce to attend Opening of Melbourne Exchange.
24 " ...	1	Mr. Bruce	"	"	Visiting Railway stock reserves.
28 " ...	1	Govt. Photographer	"	All stations	On service.
29 " ...	1	Mr. Cornwall	"	Wagga and return	Railway contractor, on service.
9 June ...	1	Rev. W. Cocks.....	Murrumburrah..	Sydney and return.	Affording Statistics of Traffic, <i>re</i> Lines to the Darling.
14 " ...	1	Mr. E. Trickett	Sydney	Wagga Wagga	Champion oarsman <i>en route</i> to England.
22 " ...	1	Mr. D. Jeavons.....	"	Mittagong & return.	Making experiments, <i>re</i> steel and iron rails out of Colonial ores.
1 July ...	2	Mr. Prescott.....	"	All stations	Instructor of the blind.
1 " ...	1	Mr. Fletcher.....	"	Wentworth Falls and return.	Trustee, Wentworth Falls Reserve.
25 Aug. ...	1	Mr. Stephen	"	Bowenfels & return	Visiting slaughter-houses at Mort's, Lithgow, in connection with transport of fresh meat.
6 Sept. ...	1	Col. Scratchley.....	Gerogery	Sydney	On service.
18 " ...	1	Mr. Cornwell	Sydney	Gerogery	Railway contractor on service.
21 " ...	1	Dr. R. Krauel	All stations	All stations	Consul for Germany, visiting country goals.
23 " ...	1	Mr. C. Pickering & assistant	Sydney	Wallerawang & return.	Photographer taking views of ceremony of commencement of Mudgee Railway.
24 " ...	1	Mr. Sutton	"	Gerogery and return	Overseer, fitting up N. S. Wales Court, International Exhibition.
1 Oct. ...	1	Col. Scratchley.....	Gerogery	Sydney	On service.
6 " ...	1	Mr. Bruce.....	Sydney	Hanging Rock and return.	Inspecting railway stock reserves.
25 " ...	1	Mr. E. Hargraves.....	Wagga Wagga..	Sydney	Discoverer of gold in Australia.
29 " ...	1	Mr. Chapman	Sydney	Gerogery & return	Officer, Government Printing Office.
8 Nov. ...	1	Mr. Palmer (2).....	"	Gerogery ,, ...	Principal Shortland Writer, Legislative Assembly.
20 " ...	1	Mr. Lewis.....	"	All stations	Visiting stock reserves for Railways.
20 " ...	1	Mr. Duff	"	"	Collecting seeds, Botanic Gardens.
20 Dec. ...	1	Mr. L. Harnett	"	Gerogery & return.	Sergeant-at-arms.
23 " ...	1	Mr. Walker	"	Gerogery ,, ...	Assistant Superintendent of Telegraphs.
23 " ...	1	Mr. G. P. Wise	All stations	All stations	Agent for Immigration.

FREE PASSES issued to Officers, Seamen, &c., H.M. Ships.

Date.	Class.	Name.	Station from.	Station to.	Remarks.
1879.					
8 Jan. ...	1	Commander Villeneuve and officers.	All stations	All stations	H.I.M. French ship "Soudre."
21 " ...	1	Admiral Du Petit Thomas and officers.	"	"	H.I.M. French ship "Victorieuse."
1 Feb. ...	1	Commodore Wilson.....	"	"	H.M.S. "Wolverene."
8 " ...	2	Mr. Parkins	Sydney	Bathurst & return..	
3 " ...	2	2 seamen	"	"	H.M.S. "Emerald."
4 " ...	1	Captain and officers	All stations	All stations	
10 Mar. ...	1	Capt. Purvis and 6 officers	"	"	" "Danac."
11 " ...	1	Mr. J. Martin and R. Hancox	"	"	" "Alacrity."

FREE PASSES issued to Officers, Seamen, &c., H.M. Ships—*continued.*

Date.	Class.	Name.	Station from.	Station to.	Remarks.
1879.					
11 Mar. ...	1	Lieut. Commr. Archer and 6 officers.	All stations	All stations	H.M.S. "Conflict."
11 " ...	1	Capt. Martin	Sydney	Orange and return..	" "Alacrity."
3 Juno ...	2	2 "Vernon" boys	Newcastle	West Maitland.....	" "Cormorant."
26 " ...	1	Capt. Dunn and officers	Sydney	Bathurst and return	" "Cormorant."
25 July ...	2	"Vernon" boy .....	.....	.....	.....
8 Aug. ...	2	Master Leonard, ship "Vernon."	Sydney	Wagga Wagga .....	.....
9 Sept. ...	2	Mr. Best	"	Bathurst and return	.....
9 " ...	2	Mr. Braddon .....	" .....	" .....	.....
9 " ...	2	Mr. Matthews .....	" .....	" .....	.....
6 Oct. ...	1	4 officers	All stations	All stations	H.M.S. "Wolverene."
8 " ...	2	Mr. Towers	Sydney	Bathurst and return	.....
8 " ...	2	Mr. Booth .....	" .....	" .....	.....
11 " ...	1	Capt. and 6 officers	All stations	All stations	H.I.M. French ship "Beautemps Beupre."
18 " ...	2	6 "Vernon" boys	Newcastle	Maitland .....	.....
27 " ...	2	Mr. Tewhy	Sydney	Murrumburrah.....	H.M.S. "Wolverene."
31 " ...	1	Capt. and 6 officers	All stations	All stations	H.I.M. German ship "Albatross."
6 Nov. ...	1	"	"	"	" "Nautilus."
1880.					
10 Feb. ...	2	"Vernon" boy	Newcastle	Maitland .....	.....
24 " ...	1	Capt. and 6 officers	All stations	All stations	" "Bismark."
24 Mar. ...	2	Seamen	Sydney	Bathurst and return	H.M.S. "Wolverene."
10 April ...	2	Mr. Roe	Newcastle	Tamworth	H.M.S. "Emerald."
28 May ...	2	12 seamen	Sydney	Parramatta & return	"
6 June ...	2	8 seamen	"	Burwood and return	"
21 " ...	1	Capt. Jago and 6 officers...	All stations	All stations	" "Ralcigh."
21 " ...	1	Mr. H. De C. Ward	"	"	" "Wolverene."
1 July ...	2	"Vernon" boy	Newcastle	West Maitland.....	.....
6 " ...	2	Mr. Frost	Sydney	Bathurst and return	H.M.S. "Wolverene."
6 Sept. ...	2	Mr. Wm. Frost	Sydney	Lawson and return	"
28 " ...	1	Mr. E. Bouchier	All stations	All stations	" "Cormorant."
26 Nov. ...	1	Commander and Lieut. ...	"	"	" "Conflict."
10 Dec. ...	1	Lieut. Knantz	"	"	H.I.M. French ship "Finisterre."
10 " ...	1	Mr. Spratt	Sydney	Lithgow and return	H.M.S. "Danac."
15 " ...	2	Mr. Frost	"	Lawson	H.M.S. "Wolverene."
15 " ...	1	Capt. and 6 officers	All stations	All stations	H.M.S. "Danac."
23 " ...	2	Mr. Oxenbury, G.N.R. ...	Sydney	Rydal and return...	H.M.S. "Danac."
23 " ...	2	5 "Vernon" boys	Newcastle	Maitland .....	.....

FREE PASSES granted to members of Intercolonial Rowing, Bowling, Rifle, and Cricketing Teams.

Date.	Class.	Name.	Station from.	Station to.	Remarks.
1879					
1 Jan. ...	1	Mr. Mowle	Sydney	Parramatta & return	Melbourne University Cricketing Team
1 " ...	1	Mr. Jennings	"	"	"
1 " ...	1	Mr. Woolf	"	"	"
1 " ...	1	Mr. Oakley	"	"	"
1 " ...	1	Mr. Thomas	"	"	"
1 " ...	1	Mr. Mayor	"	"	"
1 " ...	1	Mr. Crumson	"	"	"
1 " ...	1	Mr. Riddell	"	"	"
1 " ...	1	Mr. McDonald	"	"	"
1 " ...	1	Mr. Ray	"	"	"
1 " ...	1	Mr. Mitchell	"	"	"
1 " ...	1	Mr. Hughes	"	"	"
1 " ...	1	Mr. Sly	"	"	"
1 Feb. ...	1	Mr. Sheridan	Cootamundra	Sydney	Secretary, Cricketing Association, re Intercolonial Match.
15 April ...	1	Colonel Anderson	Sydney	All stations	Victorian Rifle Team.
15 " ...	1	Major Farnell	"	"	"
15 " ...	1	Major Sulhall	"	"	"
15 " ...	1	Captain Blasman	"	"	"
15 " ...	1	Captain Wardell	"	"	"
15 " ...	1	Captain Hunt	"	"	"
15 " ...	1	Lieut. Williams	"	"	"
12 May ...	1	Mr. Turnbridge	"	"	Victorian Rowing Team.
12 " ...	1	Mr. Irvine	"	"	"
12 " ...	1	Mr. McKie	"	"	"
12 " ...	1	Mr. Langham	"	"	"
12 " ...	1	Mr. Tuckett	"	"	"
12 " ...	1	Mr. Kemp	"	"	"
12 " ...	1	Mr. Young	"	"	"
12 " ...	1	Mr. Booth	"	"	"
12 " ...	1	Mr. Pearson	"	"	"
12 " ...	1	Mr. Edwards (2)	"	"	"
12 Nov. ...	1	Mr. Allen	"	"	Victorian Cricketing Team.
12 " ...	1	Mr. Alexander	"	"	"
12 " ...	1	Mr. Blackham	"	"	"
12 " ...	1	Mr. Boyle	"	"	"
12 " ...	1	Mr. Campbell	"	"	"
12 " ...	1	Mr. Cooper	"	"	"
12 " ...	1	Mr. Healy	"	"	"

FREE PASSES granted to members of Intercolonial Rowing, Bowling, Rifle, and Cricketing Teams—*contd.*

Date.	Class.	Name.	Station from.	Station to.	Remarks.
1879.					
12 Nov.	1	Mr. Horan	Sydney	All stations	Victorian Cricketing Team.
12 "	1	Mr. Mullagh	"	"	" "
12 "	1	Mr. McDonald	"	"	" "
12 "	1	Mr. Palmer	"	"	" "
12 "	1	Mr. Slight	"	"	" "
12 "	1	Mr. Tennant	"	"	" "
12 "	1	Mr. Budd	"	"	" "
18 "	1	Mr. Terry	"	"	" "
13 Dec.	1	Mr. A. Bannerman	"	Wagga and return..	New South Wales Cricketing Team.
13 "	1	Mr. O. Bannerman	"	" "	" "
13 "	1	Mr. Coates	"	" "	" "
13 "	1	Mr. Davis	"	" "	" "
13 "	1	Mr. Evans	"	" "	" "
13 "	1	Mr. Garrett	"	" "	" "
13 "	1	Mr. Gregory	"	" "	" "
13 "	1	Mr. Massie	"	" "	" "
13 "	1	Mr. Murdoch	"	" "	" "
13 "	1	Mr. Spofforth	"	" "	" "
13 "	1	Mr. Tindall	"	" "	" "
13 "	1	Mr. Thompson	"	" "	" "
13 "	1	Mr. Swift	"	" "	" "
13 "	1	Mr. Beal	"	" "	" "
13 "	1	Mr. Gibson	"	" "	" "
1880.					
19 March	1	Mr. Stewart	"	" "	Sydney Rowing Club.
19 "	1	Mr. Zolner	"	" "	" "
19 "	1	Mr. Onslow	"	" "	" "
19 "	1	Mr. Simpson	"	" "	" "
19 "	1	Mr. Thompson	"	" "	" "
19 "	1	Mr. Bros	"	" "	" "
19 "	1	Mr. Gaden	"	" "	" "
19 "	1	Mr. Woodriffe	"	" "	" "
19 "	1	Mr. Clark	"	" "	" "
19 "	1	Mr. Yates	"	" "	" "
25 "	1	Mr. Moffett	"	" "	" "
16 April	1	Victorian Representatives..	All stations	All stations	Victorian Bowling Team.
20 Nov.	1	Lieut. Bartlett	Sydney	Gerogery "	Inter. Rifle Team.
8 Dec.	1	Mr. Allen	"	" "	New South Wales Cricketing Team.
8 "	1	Mr. Bannerman	"	" "	" "
8 "	1	Mr. Evans	"	" "	" "
8 "	1	Mr. D. Gregory	"	" "	" "
8 "	1	Mr. A. Gregory	"	" "	" "
8 "	1	Mr. Hall	"	" "	" "
8 "	1	Mr. Garrett	"	" "	" "
8 "	1	Mr. Hiddlestone	"	" "	" "
8 "	1	Mr. Jones	"	" "	" "
8 "	1	Mr. Seale	"	" "	" "
8 "	1	Mr. Massie	"	" "	" "
8 "	1	Mr. Tindall	"	" "	" "
8 "	1	Mr. Wearne	"	" "	" "
8 "	1	Mr. Beal	"	" "	" "
8 "	1	Mr. Swift	"	" "	" "
8 "	1	Mr. Jones	"	" "	" "

FREE PASSES issued to Commissioners, Judges, &c., for International Exhibitions.

Date.	Class.	Name.	Station from.	Station to.	Remarks.
1879.					
5 Feb.	1	Mr. E. Flood	All stations	All stations	Commissioner, New South Wales.
20 "	1	Mr. W. A. Broadribb	"	"	" "
20 "	1	Mr. W. A. Peabody	"	"	United States.
5 Mar.	1	Mr. R. D. Bannister	"	"	Victoria.
5 "	1	Mr. Smith	"	"	" "
10 "	1	Mr. H. H. Massie	"	"	Representative for Agriculture, Queensland.
11 "	1	Mr. J. Pigdon	"	"	Commissioner, Victoria.
24 "	1	Mr. J. M'Ilwraith	"	"	" "
8 May	1	Mr. J. Danks	"	"	" "
4 June	1	Mr. G. C. Levey	Wagga Wagga	Sydney and return	" (Secretary).
24 "	1	Mr. Gresley Lukin	All stations	All stations	Queensland.
24 "	1	Mr. Geo. Layton	"	"	" "
16 July	1	Herr Van Scheller	"	"	Belgium.
16 "	1	Mr. J. Lodwidge	"	"	" "
19 "	1	Mr. Harno Sakata	"	"	Japan.
19 "	1	Mr. Y. Murakami	"	"	" "
19 "	1	Mr. J. Watawako	"	"	" "
19 "	1	Mynheer De Groot	"	"	Holland.
16 "	1	Major Clementi	"	"	Straits Settlements.
29 "	1	Mr. W. H. Suttor	"	"	New South Wales.
29 "	1	Mons. Bourdil	"	"	France.

FREE PASSES issued to Commissioners, Judges, &c., for International Exhibitions—*continued.*

Date.	Class.	Name.	Station from.	Station to.	Remarks.
<i>Sydney International Exhibition—continued.</i>					
1879.					
5 Aug.	1	Mr. J. Alger.....	All stations	All stations	Commissioner, New South Wales.
5 "	1	Mr. H. H. Halloran, C.M.G.	"	"	" "
5 "	1	Mr. P. Higgins.....	"	"	" "
5 "	1	Mr. R. Hill.....	"	"	" "
5 "	1	Mr. W. H. Palmer.....	"	"	" "
5 "	1	Mr. W. R. Piddington ..	"	"	" "
6 "	1	Prof. F. Reuleaux	"	"	Germany.
6 "	1	Mr. J. W. Debu.....	"	"	" (Secretary).
8 "	1	Mons. A. F. Matthieu.....	"	"	France
8 "	1	12 Commissioners.....	"	"	"
13 "	1	Dr. Hector, C.M.G.....	"	"	New Zealand.
13 "	1	Mr. C. Callis.....	"	"	" (Secretary).
13 "	1	Mr. S. Davenport.....	"	"	South Australia.
13 "	1	Mr. R. E. N. Twopenny ..	"	"	" (Secretary).
23 "	1	Consul V. Scheinbenger ..	"	"	Austria.
23 "	1	Mon. Pinschof.....	"	"	" (Secretary).
23 "	1	Mons. Wilhelm.....	"	"	"
26 "	1	Mr. R. J. Massie.....	"	"	Queensland.
27 "	1	Mons. Du Boisc.....	"	"	France
29 "	1	Captain Pilcher.....	"	"	Austria.
29 "	1	Mons. H. L. Newmann.....	"	"	"
30 "	1	Captain Deinhard.....	"	"	Germany.
30 "	1	Lieut. Hoffman.....	"	"	"
30 "	1	Lieut. Von Frantzius.....	"	"	"
3 Sept.	1	Dr. C. C. Cox.....	"	"	United States..
3 "	1	Mr. S. W. Bradford.....	"	"	"
3 "	1	Mr. Tigheman.....	"	"	"
5 "	1	Commissioners.....	"	"	Victoria.
10 "	1	Mr. W. H. Burgess.....	"	"	Tasmania.
10 Sept.	1	Mr. W. P. Green.....	"	"	Tasmania.
3 Oct.	1	Mr. J. W. Cotton.....	"	"	South Australia.
8 "	1	Mr. W. Stone.....	"	"	Foreman of Works, Victorian Court.
31 "	1	Mr. J. Joubert.....	"	"	Commissioner, New South Wales.
3 Nov.	1	Mr. O. Montefiore.....	"	"	Belgium.
3 "	1	Mr. Harlebrook.....	"	"	"
7 "	1	Mr. H. Reisenwitz.....	"	"	Germany.
7 "	1	Mr. A. Waldarhauer.....	"	"	"
5 Dec.	1	Mr. W. St. Paul Leitz ..	"	"	Straits Settlement Commission (Secy.)
2 "	1	Mr. Prosper Lamal.....	"	"	Commissioner, Belgium.
12 "	1	Mr. J. Owen.....	"	"	Victoria.
15 "	1	Mr. F. G. Waterhouse ..	"	"	South Australia.
11 "	1	Dr. Schomberger.....	"	"	"
24 "	1	Lieut.-Col. Matthews.....	"	"	"
1880.					
3 Jan.	1	A. Menard.....	"	"	Commissioner, France.
7 "	1	Captain and 12 officers "Rhin"	"	"	"
10 "	1	Mr. J. F. Mellor.....	"	"	South Australia.
22 "	1	Mr. R. H. D'Avigdor.....	"	"	Tasmanian Commission (Secretary).
2 Feb.	1	Mr. J. Small.....	"	"	Judge (Silk).
11 "	1	Mr. J. Zeneboon.....	"	"	Commissioner, Victoria.
11 "	1	Mr. J. Bunele.....	"	"	"
12 "	1	Hon. J. B. Thurston.....	"	"	Fiji's Commission.
12 "	1	Mons. P. E. Chauvin.....	"	"	Secretary to Commissioner for France.
17 "	1	Mr. R. D. Bannister.....	"	"	Victorian (Secretary).
19 "	1	Mr. W. H. Lane.....	"	"	Commissioner, United States.
19 "	1	Mr. J. G. Ramsay.....	"	"	South Australia.
19 "	1	Mr. R. L. Tooth.....	"	"	Canada.
19 "	1	Mr. E. J. Montefiore.....	"	"	Queensland.
1 Mar.	1	Mr. E. Vickery.....	"	"	Fiji.
1 "	1	Mr. G. Waterhouse.....	"	"	" (Secretary).
6 "	1	The Hon. J. G. Casey, C.M.G.	"	"	Victoria.
15 "	1	Mons. E. Eugster.....	"	"	Switzerland.
1 April	1	Mr. D. C. Manson.....	"	"	United States.
2 "	1	Mr. A. Burt.....	"	"	New Zealand.
13 "	1	Mr. S. P. Lord.....	"	"	United States.
15 "	1	Mr. Geo. King.....	"	"	Queensland.
28 "	1	Mr. L. Moonen.....	"	"	Judge.
14 May	1	M. Thorsch.....	"	"	Commissioner for Austria.
<i>Melbourne International Exhibition.</i>					
12 Feb.	1	Mr. H. C. Dangar.....	All stations	"	Commissioner, New South Wales.
12 "	1	Mr. E. B. Woodhouse ..	"	"	"
3 Mar.	1	Mr. Waterhouse.....	"	"	Secretary, Fiji Commission.
16 "	1	Mr. W. Lamb.....	Wagga Wagga	Sydney	Commissioner, New South Wales.
26 "	1	Mr. C. E. Hatham.....	Sydney	Wellington & return	Secretary, N. S. Wales Commission.
28 June	1	Mr. Jules Joubert.....	Sydney	Wagga Wagga	"
17 July	1	Thirteen Commissioners ..	All stations	All stations	"
12 "	1	Mr. Jules Joubert.....	Wagga	Sydney	"
28 "	1	Mr. H. Halloran, C.M.G.	All stations	All stations	"
5 Aug.	1	Mr. H. C. Russell.....	"	"	"
28 "	1	Mr. H. J. Hart.....	"	"	Victoria.
30 "	1	Mr. E. C. Buck.....	"	"	East India.
30 "	1	Mr. J. E. O'Connor.....	"	"	"
2 Sept.	1	Mr. T. R. Pickering.....	"	"	United States.
4 "	1	Seven Commissioners.....	"	"	New South Wales.
21 "	1	Mr. R. Fowler.....	"	"	"

FREE PASSES issued to Commissioners, Judges, &c., for International Exhibitions—*continued.*

Date.	Class.	Name.	Station from.	Station to.	Remarks.
<i>Melbourne International Exhibition—continued.</i>					
1880.					
21 Sept. ...	1	Mr. C. Moore	All stations	All stations	Commissioner, New South Wales.
21 " ...	1	Mr. C. E. Hotham	"	"	" " (Secretary).
23 " ...	1	Mr. Sutton	Sydney	Wagga and return..	Foreman, New South Wales Court.
30 " ...	1	Mr. S. W. Pye	"	Windsor	Collecting Horticultural Exhibits.
4 Oct. ...	1	Mr. E. C. Cracknell	All stations	All stations	Commissioner, New South Wales.
6 " ...	1	Mr. R. H. D. White	"	"	" "
9 " ...	1	Mr. Powdell	"	"	Tasmania.
11 " ...	1	Mr. J. E. Wolfe	"	"	New South Wales.
13 " ...	1	Mr. R. H. Datson	"	"	Queensland.
15 " ...	1	Mr. J. Ferguson	"	"	" "
19 " ...	1	Mr. Cumming	Sydney	Geogery and return	" "
24 " ...	1	Mr. C. W. Simson	All stations	All stations	" New South Wales.
26 " ...	1	Mr. T. Rome	"	"	Queensland Commission
28 " ...	1	Mr. W. H. Burgess	"	"	Tasmanian "
28 " ...	1	Mr. H. E. Lette	"	"	" "
28 " ...	1	Mr. G. Crisp	"	"	" "
1 Nov. ...	1	Mr. S. W. Pye	Sydney	Geogery and return	Represent. for Horticulture, N.S.W.
5 " ...	1	Mr. G. E. Tolhurst	All stations	All stations	Commissioner for New Zealand.
6 " ...	1	Mr. M. C. Davies	"	"	West Australia.
12 " ...	1	Mr. W. Forest	"	"	Queensland.
15 " ...	1	Mr. C. S. Williams	"	"	" "
15 " ...	1	Mr. W. A. Guesdon	"	"	Tasmania.
24 " ...	1	Mr. W. A. Long	"	"	New South Wales.
25 " ...	1	Mr. Ch. Rome	"	"	Queensland.
3 Dec. ...	1	Mr. D. R. Wallace	"	"	" "
3 " ...	1	Mr. F. Scarr	"	"	" "
9 " ...	1	Mr. R. Barbour	"	"	New South Wales.
13 " ...	1	Mr. B. Shaw	"	"	Queensland.
15 " ...	1	Mr. R. D. Neilson	"	"	" "
16 " ...	1	Mr. R. W. Wilson	"	"	" "
22 " ...	1	Mr. Gresley Lukin	"	"	" "
28 " ...	1	Mr. A. Pachten	"	"	Victoria.

FREE PASSES issued for Press Purposes.

Date.	Class.	Name.	Station from.	Station to.
1879.				
8 Jan. ...	1	Mr. Mostyn	Sydney	Bathurst and return.
9 " ...	1	Mr. J. Thomas	All stations	All stations.
13 " ...	1	Mr. Bond	Sydney	Wagga and return.
17 " ...	1	Mr. Stiffe	"	" "
22 " ...	1	Mr. W. G. Dorling	"	" "
23 " ...	1	Mr. T. W. Leys	"	" "
25 " ...	1	Mr. Moneriff	"	" "
30 " ...	1	Mr. Thatcher	"	" "
16 Feb. ...	1	Mr. Inglis	"	All stations.
16 " ...	1	Rev. Mr. Inglis	"	" "
17 " ...	1	Mr. Burns	Binalong	Sydney and return.
18 " ...	1	Mr. Lynch	All stations	Wagga "
22 " ...	1	Mr. Hall	Sydney	Orange "
28 " ...	1	Mr. Bennett	"	Yass "
4 Mar. ...	1	Mr. Mostyn	"	Orange "
7 " ...	1	"	"	Murrumburrah "
12 " ...	1	Reporter, S. M. Herald	"	Penrith "
12 " ...	1	Mr. Waters	Newcastle	Tamworth "
20 " ...	1	Mr. Jack	Sydney	Bathurst "
" ...	1	Mr. Young	"	All stations.
20 " ...	1	Mr. H. George	"	Bathurst and return.
22 " ...	1	Mr. Evans	"	Pieton "
27 " ...	1	Mr. Price	"	Liverpool "
28 " ...	1	Mr. Pickering	"	Richmond "
29 " ...	1	Mr. Regan	"	Penrith "
1 April ...	1	Artist, I. S. News	"	Wagga "
3 " ...	1	Mr. Chapman	"	All stations.
10 " ...	1	Reporter, Greville's Adv. Agency	Wagga	Sydney and return.
10 " ...	1	Mr. Dowling	Sydney	Bathurst "
10 " ...	1	Reporter, Melbourne Age	Wagga Wagga	Sydney "
10 " ...	1	Reporter, Grenfell Advocate	"	" "
10 " ...	1	Editor and Artist, Town and Country Journal.	Sydney	Lithgow "
11 " ...	1	Mr. Lyne	"	Lithgow "
22 " ...	1	Mr. Mostyn	"	Goulburn "
26 " ...	1	"	"	Bathurst "
27 " ...	1	Mr. Naylor	Newcastle	Tamworth "
29 " ...	1	Mr. Pickering	Sydney	Orange "
29 " ...	1	Mr. Pearson	"	" "
29 " ...	1	Reporter, Courier	"	Bathurst "
2 May ...	1	Reporter, Melbourne Age	Wagga	Bathurst "
2 " ...	1	Mr. Pick	Newcastle	Morpeth "
6 " ...	1	Mr. Cook	All stations	All stations.
9 " ...	1	Mr. Mostyn	Sydney	Bathurst and return.
9 " ...	1	Reporter, Freeman's Journal	"	" "

FREE PASSES issued for Press purposes—*continued.*

Date.	Class.	Name.	Station from.	Station to.
1879.				
12 May	1	Mr. Price	Sydney	Campbelltown & return
14 "	1	Mr. McLeod	"	Bathurst "
16 "	1	Mr. Price	"	" "
20 "	1	Mr. Mostyn	"	Wallerawang "
25 "	1	Mr. Muphelby	Wagga	Sydney "
25 "	1	Reporter, Town and Country Journal	Sydney	Bathurst "
31 "	1	Mr. Edwards	"	Goulburn "
14 Juno	1	Messrs. McLeod and Ward	"	Lithgow "
18 "	1	Mr. J. H. Heaton	Newcastle	Tamworth "
22 "	1	Mr. Mostyn	Sydney	Bathurst "
27 "	1	Mr. J. W. Butchart	All stations	All stations.
1 July	1	Mr. Price	Sydney	Parramatta & return.
19 "	1	Two reporters, Daily Telegraph	"	Bathurst "
24 "	1	Mr. J. Villiers	All stations	All stations.
25 "	1	Mr. J. H. Heaton	Newcastle	Tamworth and return.
25 "	1	Mr. Cleary	Sydney	Goulburn "
29 "	1	Mr. Eld	"	Burwood "
1 Aug.	1	Reporter, Australasian	Wagga	Sydney "
4 "	1	Mr. Chapman	Wagga Wagga	Sydney "
5 "	1	Mr. Mostyn	Sydney	Bathurst "
5 "	1	Mr. Rogers	"	" "
11 "	1	Mr. Laing	"	" "
11 "	1	Mr. Evans	"	Parramatta "
16 "	1	Reporter, Daily Telegraph	"	Richmond "
16 "	1	Mr. Proctor	"	Penrith "
23 "	1	Mr. Proctor	Newcastle	All stations.
23 "	1	Mr. Dowling	"	Singleton and return.
29 "	1	Mr. Evans	Sydney	Orange "
29 "	1	Artist, Australian News	Wagga Wagga	Sydney "
4 Sept.	1	Mr. T. Courtney	Newcastle	Gunnedah "
6 "	1	Reporter, Melbourne Age	Wagga	Sydney "
6 "	1	Mr. Boan	Sydney	Wagga. "
6 "	1	Mr. Price	"	Bathurst "
9 "	1	Reporter, Argus	Wagga Wagga	Sydney "
9 "	1	" Age	"	" "
9 "	1	Mr. Lyne	"	" "
9 "	1	Mr. W. H. Zouch	All stations	All stations.
10 "	1	Mr. G. Davis	Wagga Wagga	Sydney and return.
10 "	1	Mr. Lyne	Sydney	Windsor "
10 "	1	Mr. White	Bathurst	Sydney "
12 "	1	Reporter, Molong Express	Orange	" "
12 "	1	" Parkes Chronicle	"	" "
12 "	1	" Burrawang Chronicle	"	" "
12 "	1	" Scrutineer	Moss Vale	" "
12 "	1	" Braidwood Dispatch	Goulburn	" "
12 "	1	" Queanbeyan Age	"	" "
12 "	1	" Times	"	" "
12 "	1	" Albury Banner	Wagga	" "
12 "	1	" Border Post	"	" "
12 "	1	" Pastoral Times	"	" "
12 "	1	" Chronicle	"	" "
12 "	1	" Riverine Advertiser	"	" "
12 "	1	" Mudgee Independent	Wallerawang	" "
12 "	1	" Western Post	"	" "
12 "	1	" Dubbo Dispatch	Orange	" "
12 "	1	" Express	"	" "
12 "	1	" Wellington Gazette	"	" "
12 "	1	" Forbes Times	"	" "
12 "	1	" Forbes Gazette	"	" "
12 "	1	" Bathurst Free Press	"	" "
12 "	1	" Bathurst Times	Bathurst	" "
12 "	1	" Western Independent	"	" "
12 "	1	" Sentinel	"	" "
12 "	1	" Carcoar Chronicle	"	" "
12 "	1	" Advocate	Orange	" "
12 "	1	" Liberal	"	" "
12 "	1	" Goulburn Herald	Goulburn	" "
12 "	1	" Evening Post	"	" "
12 "	1	" Goulburn Argus	"	" "
12 "	1	" Evening Tribune	Yass	" "
12 "	1	" Wagga Express	Wagga Wagga	" "
12 "	1	" Wagga Advertiser	"	" "
12 "	1	" Gundagai Times	"	" "
12 "	1	" Hay Standard	"	" "
12 "	1	" River Grazier	"	" "
12 "	1	" Tumut Times	"	" "
12 "	1	" Gulgong Advocate	Bathurst	" "
12 "	1	" Grenfell Record	Murrumburrah	" "
12 "	1	" Sydney Daily Telegraph	Sydney	Wagga Wagga "
12 "	1	" Tenterfield Independent	Tamworth	Newcastle "
12 "	1	" Armidale Express	"	" "
12 "	1	" Glen Innes Guardian	"	" "
12 "	1	" Examiner	"	" "
12 "	1	" Uralla Times	"	" "
12 "	1	" Tamworth News	"	" "
12 "	1	" Inverell Times	"	" "
12 "	1	" Herald	"	" "
12 "	1	" Tenterfield Star	"	" "

FREE PASSES issued for Press purposes—*continued.*

Date.	Class.	Name.	Station from.	Station to.
1879.				
12 Sept.	1	Reporter, Narrabri Herald	Gunnedah	Newcastle and return.
12 "	1	" Murrurundi Times	Murrurundi	" "
12 "	1	" Maitland Mercury	Maitland	" "
12 "	1	" Maitland News	"	" "
12 "	1	" Singleton Argus	Singleton	" "
15 "	1	Mr. W. M. Byrnes	Binalong	Sydney "
15 "	1	Mr. Mostyn	Sydney	Goulburn "
16 "	1	Mr. Briant	Wagga Wagga	Sydney "
18 "	1	Mr. Pickering	Sydney	Wagga Wagga "
19 "	1	Mr. J. H. Finlayson	"	All stations.
19 "	1	Mr. J. W. Harris	"	"
19 "	1	Mr. J. Hogan	"	Lithgow and return.
22 "	1	Mr. Mostyn	"	Wagga Wagga "
24 "	1	Mr. R. Thatcher	"	" "
24 "	1	Mr. G. Evans	All stations	All stations.
23 "	1	Reporter, Blayney Advocate	Blayney	Sydney and return.
25 "	1	" Lithgow Mercury	Lithgow	" "
26 "	1	Mr. Bright	Sydney	Orange.
3 Oct.	1	Reporter, Town and Country Journal	"	Wagga Wagga & return.
4 "	1	Mr. Davis	"	" "
6 "	1	Mr. B. Hoare	Wagga Wagga	Sydney "
7 "	1	Mr. Manvers	Sydney	Bathurst "
7 "	1	Mr. Proctor	"	Parramatta "
8 "	1	Mr. H. Zoller	All stations	All stations.
8 "	1	Mr. Way	Sydney	Lithgow and return.
10 "	1	Mr. E. W. Webb	"	Orange "
13 "	1	Mr. R. H. Burton	"	" "
13 "	1	Mr. B. C. Bennett	Orange	Sydney "
13 "	1	Mr. Baxter	Newcastle	East Maitland.
14 "	1	Mr. Hicks	"	" "
17 "	1	Mr. B. Moore	Sydney	All stations.
18 "	1	Mr. Roberts	Wagga	Sydney.
20 "	1	Mr. F. Archibald	Sydney	Lithgow and return.
21 "	1	Mr. Cox	"	Wagga Wagga and return.
22 "	1	Mr. Price	"	Seven Hills "
22 "	1	Mr. M'Indoe	"	Parramatta "
23 "	1	Reporter, Burrangong Argus	Murrumburrah	Sydney "
23 "	1	" Sydney Daily Telegraph	Sydney	Bathurst "
27 "	1	Mr. D. Fairfax	"	Cootamundra "
27 "	1	Mr. J. H. Davis	"	Orange "
28 "	1	Mr. J. Fletcher	"	Wagga Wagga "
28 "	1	Mr. H. Brett	All stations	All stations.
29 "	1	Mr. T. Wilkinson	Wagga	Sydney and return.
31 "	1	Mr. Lynch	Sydney	Wallerawang "
1 Nov.	1	Reporter, Inverell Times	Tamworth	Newcastle.
3 "	1	" Lithgow Mercury	Lithgow	Sydney "
3 "	1	" Yass Evening Tribune	Yass	" "
3 "	1	" Moruya Examiner	Goulburn	" "
3 "	1	Mr. Garnet Walch	All stations	All stations.
3 "	1	Reporter, Daily Telegraph	Sydney	Wagga Wagga and return.
7 "	1	" Carcoar Chronicle	Blayney	Sydney "
7 "	1	" Dubbo Dispatch	Orange	" "
11 "	1	Mr. Thatcher	Sydney	Wagga Wagga "
12 "	1	Mr. Wilkinson	"	All stations.
12 "	1	Mr. M'Innes	"	" "
12 "	1	Mr. Cleary	"	" "
12 "	1	Mr. H. George	"	Lithgow and return.
13 "	1	Mr. Mostyn	Wagga Wagga	Sydney "
14 "	1	Mr. D. C. Powell	Sydney	All stations.
15 "	1	Mr. Heaton	"	Wagga Wagga "
15 "	1	Mr. Lyne	"	Bathurst "
15 "	1	Mr. Smith	"	All stations.
18 "	1	Reporter, Daily Telegraph	"	Wagga Wagga and return.
18 "	1	Mr. Loughnan	Wagga Wagga	Sydney and return.
19 "	1	Mr. Clyne	Sydney	Wagga Wagga "
21 "	1	Mr. F. Brown	"	" "
22 "	1	Mr. Dick	"	" "
1 Dec.	1	Reporter, Sydney Morning Herald	"	" "
7 "	1	Mr. Hogan	Newcastle	Tamworth "
12 "	1	Mr. Wildman	Sydney	Liverpool "
13 "	1	Mr. Thatcher	"	Wagga Wagga "
15 "	1	Mr. A. Collingridge	"	Bathurst "
15 "	1	Mr. Pigott	Wagga Wagga	Sydney "
20 "	1	Mr. W. H. Wilson	Sydney	All stations.
20 "	1	Mr. F. Buntor	All stations	" "
24 "	1	Mr. J. C. Lynne	"	" "
26 "	1	Mr. Rogers	Sydney	Bathurst and return.
26 "	1	Reporter, Daily Telegraph	"	Parramatta "
26 "	1	"	"	Richmond "
28 "	1	Mr. French	"	Bathurst "
29 "	1	Mr. Pickering	"	Windsor "
1880.				
1 Jan.	1	Reporter, Bathurst Free Press	Bathurst	Sydney and return.
1 "	1	" Yass Tribune	Yass	" "
7 "	1	Mr. W. H. Bailey	Sydney	Wagga Wagga and return.
7 "	1	Editor, Forbes Times	Orange	Sydney "
9 "	1	Mr. H. M. Griffiths	All stations	All stations.

FREE PASSES issued for Press purposes—*continued.*

Date.	Class.	Name.	Station from.	Station to.
1880.				
10 Jan.	1	Reporter, Pastoral Times	Wagga Wagga	Sydney and return.
10 "	1	" Western Advocate	Orange	" "
13 "	1	" Dubbo Dispatch	"	" "
16 "	1	Editor, Carcoar Chronicle	Blayney	" "
20 "	1	Mr. Caswell	Sydney	Liverpool "
29 "	1	Mr. S. Hawkins	Wagga Wagga	Sydney "
29 "	1	Mr. G. Jarman	All stations	All stations.
29 "	1	Mr. Hadden	"	"
29 "	1	Reporter, Uralla Times	Tamworth	Newcastle and return.
30 "	1	Mr. T. F. Myers	All stations	All stations.
1 Feb.	1	Reporter, Border Post	Wagga Wagga	Sydney and return.
7 "	1	Mr. Hogan	Sydney	Orange "
9 "	1	Mr. Hogan	"	Orange "
9 "	1	Reporter, Blayney Advertiser	Blayney	Sydney "
18 "	1	" Orange Advertiser	Orange	" "
18 "	1	Mr. Donovan	Sydney	Lithgow "
24 "	1	Reporter, Orange Liberal	Orange	Sydney "
24 "	1	" Daily Telegraph	Sydney	Mt. Victoria "
24 "	1	Mr. Morgan	Orange	Sydney "
26 "	1	Mr. C. Proud	Wagga Wagga	Sydney "
1 Mar.	1	Mr. Mostyn	Sydney	Sydney "
5 "	1	Reporter, Coonamble Independent	Orange	Sydney "
9 "	1	Mr. Mostyn	Goulburn	Orange "
13 "	1	"	Sydney	Bathurst "
15 "	1	Mr. Glassou	"	Wagga Wagga "
17 "	1	Reporter, Inverell Times	Tamworth	Newcastle "
20 "	1	Mr. Bond	Wagga Wagga	Sydney "
20 "	1	Mr. Aeraman	Sydney	Bathurst "
23 "	1	Mr. E. S. Chapman	Wagga Wagga	Sydney "
24 "	1	Mr. Lyne	Newcastle	Tamworth "
25 "	1	Mr. S. V. Winter	Wagga Wagga	Sydney "
25 "	1	Mr. Burns	Binalong	" "
25 "	1	Reporter, Daily Telegraph	Sydney	Bathurst "
25 "	1	Mr. Reeve	"	Lithgow "
7 April	1	Mr. Rex	"	Orange "
12 "	1	Reporter, Border Post	"	Wagga Wagga "
13 "	1	Mr. Howarth	Murrumburrah	Sydney "
17 "	1	Mr. Cooper	Sydney	Parramatta "
19 "	1	Mr. Naylor	"	Orange "
21 "	1	Mr. Pickering	"	Glenfield "
21 "	1	Mr. Brady	"	Wagga Wagga "
22 "	1	Mr. A. Collingridge	"	Orange "
23 "	1	Mr. Brodzky	"	Wagga Wagga "
28 "	1	Mr. Dowling	"	Richmond "
29 "	1	Mr. Cresbrook	"	Bathurst "
29 "	1	Reporter, Daily Telegraph	"	Clarendon "
29 "	1	Mr. Hindman	"	Richmond "
1 May	1	Mr. Lyne	All stations	All stations.
1 "	1	Reporter, Melbourne Age	Wagga Wagga	Bathurst and return.
8 "	1	Mr. G. P. Cass	All stations	" "
10 "	1	Reporter, Daily Telegraph	Sydney	" "
10 "	1	Mr. Tye	"	" "
10 "	1	Mr. Hindman	"	" "
10 "	1	Mr. Heaton	"	" "
10 "	1	Mr. Fletcher	"	" "
12 "	1	Reporter, Daily Telegraph	"	Parramatta "
13 "	1	Mr. Mostyn	"	Bathurst "
19 "	1	Reporter, Daily Telegraph	"	" "
21 "	1	Mr. Davies	"	" "
24 "	1	"	"	" "
24 "	1	Reporter, Daily Telegraph	"	Parramatta "
24 "	1	" Sydney Morning Herald	Blayney	Sydney "
24 "	1	Reporter, Independent	Sydney	Blayney "
24 "	1	" Lithgow Mercury	Lithgow	Wellington "
25 "	1	Mr. Bailey	Blayney	Penrith "
28 "	1	Reporter, Orange Advertiser	Sydney	Wellington "
29 "	1	" Sydney Mail	"	" "
31 "	1	" Cumberland Times	"	" "
31 "	1	Mr. A. P. Martin	"	Wagga Wagga.
1 June	1	Mr. Hyndman	Newcastle	Muswellbrook and return.
7 "	1	Reporter, Daily Telegraph	Sydney	Bathurst "
7 "	1	Mr. Mostyn	"	" "
7 "	1	Mr. H. Hyndman	"	" "
8 "	1	Mr. Evans	"	Douglas Park "
16 "	1	Reporter, Cumberland Times	"	Orange "
19 "	1	" Town and Country Journal	"	Wagga Wagga "
19 "	1	Mr. Armstrong	"	Wentworth Falls "
25 "	1	Mr. Iviny	Goulburn	Sydney "
26 "	1	Reporter, Daily Telegraph	Sydney	Goulburn "
26 "	1	Mr. Tarplee	"	Richmond "
26 "	1	Reporter, Bulletin	"	Wellington "
1 July	1	" Melbourne Age	Wagga Wagga	Sydney "
3 "	1	" Town and Country Journal	Sydney	Bathurst "
3 "	1	" Daily Telegraph	"	Rooty Hill "
—	1	Mr. Pickering	"	" "
9 "	1	Mr. H. W. Griffiths	All stations	All stations.
12 "	1	Mr. Caswell	Newcastle	West Maitland and return.
13 "	1	Reporter, Town and Country Journal	Sydney	Bathurst "

FREE PASSES issued for Press purposes—*continued.*

Date.	Class.	Name.	Station from.	Station to.
1880.				
13 July	1	Mr. Proctor	Sydney	Bathurst and return.
17 "	1	Mr. Waters	Wagga Wagga	Sydney "
19 "	1	Reporter, Evening News	Sydney	Cootamundra "
23 "	1	" Daily Telegraph	"	Gerogery "
	1	Mr. Price	"	Parramatta "
26 "	1	Mr. Pickering	"	Richmond "
30 "	1	Mr. Evans	"	Parramatta "
30 "	1	Mr. Whittaker	"	" "
30 "	1	Reporter, Town and Country Journal	"	Cootamundra "
2 Aug.	1	Reporter, Newcastle Herald	Sydney	Cootamundra "
2 "	1	Mr. Barley	"	" "
2 "	1	Mr. Proctor	"	Liverpool "
2 "	1	Mr. Scott	"	Cootamundra "
2 "	1	Mr. Vivian	"	Wagga Wagga "
2 "	1	Mr. Pickering	"	Rooty Hill "
6 "	1	Reporter, Daily Telegraph	"	" "
6 "	1	Mr. Hyndman	"	" "
6 "	1	Mr. Lovell	"	" "
6 "	1	Reporter, Newcastle Herald	"	" "
7 "	1	" Daily Telegraph	"	" "
7 "	1	Mr. Lovell	"	Cootamundra "
9 "	1	Mr. Dowling	Newcastle	Musclebrook "
10 "	1	Mr. Read	Sydney	Wagga Wagga "
10 "	1	Mr. Hyndman	Newcastle	Muswellbrook "
13 "	1	Reporter, Express	Sydney	Bowenfels "
18 "	1	Mr. Hughes	"	Wagga Wagga "
18 "	1	Mr. Wilkinson	"	Richmond "
18 "	1	Mr. E. S. Chapman	All stations	All stations.
20 "	1	Reporter, Daily Telegraph	Sydney	Windsor and return.
20 "	1	Mr. Wilkinson	"	" "
20 "	1	Reporter, Daily Telegraph	Newcastle	Singleton "
24 "	1	Mr. D. Mayne	Bathurst	Sydney "
24 "	1	Reporter, Bulletin	Sydney	Wellington "
24 "	1	Mr. Ramsden	"	" "
24 "	1	Mr. Sketchley	"	Wagga "
24 "	1	Mr. Dowling	"	" "
24 "	1	Reporter, Daily Telegraph	"	Clarendon "
25 "	1	Mr. Salamon	"	" "
25 "	1	Mr. Greville	"	" "
25 "	1	Mr. Hill	"	Cootamundra.
25 "	1	Mr. Nitter	"	Windsor and return.
25 "	1	Reporter, Evening News	"	Clarendon "
26 "	1	" Town and Country Journal	"	Cootamundra "
26 "	1	" Daily Telegraph	"	Clarendon "
26 "	1	" Forbes and Parkes Gazette	"	Orange "
30 "	1	Mr. Goldsmith	"	All stations.
30 "	1	Mr. Fairfax	"	Gerogery and return.
2 Sept.	1	Mr. J. Plummer	"	" "
2 "	1	Mr. Hyndman	"	Bathurst "
3 "	1	Reporter, Sydney Morning Herald	"	Granville "
4 "	1	Mr. McIndoe	"	" "
4 "	1	Mr. Kerr	"	Cootamundra "
4 "	1	Mr. Scott	"	" "
6 "	1	" Town and Country Journal	"	Gerogery "
6 "	1	Mr. Bond	"	" "
7 "	1	Mr. Evans	"	Parramatta "
7 "	1	Reporter, Daily Telegraph	"	Cootamundra "
7 "	1	"	"	Campbelltown "
8 "	1	Mr. H. M. Franklyn	All stations	All stations.
14 "	1	Reporter, Bulletin	Sydney	Campbelltown & return.
14 "	1	Mr. Mostyn	"	Junee "
16 "	1	Mr. Iveney	"	Wellington "
17 "	1	Mr. Lyne	All stations	All stations.
21 "	1	Mr. Murray	Sydney	Wallerawang & return.
21 "	1	Mr. Solomon	"	" "
21 "	1	Reporter, Evening News	Newcastle	Singleton "
21 "	1	" Daily Telegraph	Sydney	Gerogery "
22 "	1	" Town and Country Journal	"	Wallerawang "
22 "	1	Mr. Mein	"	" "
23 "	1	Mr. Mostyn	Cootamundra	Sydney "
24 "	1	Mr. Smith	Sydney	Gerogery "
24 "	1	Mr. W. F. Ponder	All stations	All stations.
27 "	1	Reporter, Wagga Wagga Advertiser	Wagga Wagga	Sydney and return.
27 "	1	Mr. Hill	Sydney	Gerogery "
27 "	1	Reporter, Town and Country Journal	"	Cootamundra "
27 "	1	Mr. Proctor	"	Wallerawang "
27 "	1	Mr. Cooper	"	" "
27 "	1	Mr. Henningborn	"	" "
27 "	1	Mr. Wilson	"	" "
27 "	1	Mr. Proctor	"	Gerogery "
27 "	1	Mr. Collingridge	"	" "
27 "	1	Reporter, Daily Telegraph	"	Wallerawang "
27 "	1	Mr. Thompson	"	Wagga Wagga "
28 "	1	Mr. Bryant	"	Gerogery "
28 "	1	Reporter, Evening News	"	" "
30 "	1	Mr. Pickering	Newcastle	Maitland "
2 Oct.	1	Mr. Evans	Sydney	Moss Vale "
2 "	1	Mr. Hyndman	"	Gerogery "

FREE PASSES issued for Press purposes—*continued.*

Date.	Class.	Name.	Station from.	Station to.
1880.				
2 Oct.	1	Mr. Price	Sydney	Moss Vale and return.
6 "	1	Mr. Hunt	"	Gerogery "
12 "	1	Reporter, Victorian Press	"	Cootamundra "
13 "	1	Mr. Price	"	Parramatta "
13 "	1	Mr. Evans	"	Moss Vale "
13 "	1	Mr. Farlee	Newcastle	All stations "
14 "	1	Reporter, Daily Telegraph	Sydney	Mcungle "
14 "	1	Mr. Price	"	Douglas Park "
14 "	1	Mr. Archibald	"	Gerogery "
19 "	1	Mr. H. M. Mackinnon	All stations	All stations.
25 "	1	Reporter, Daily Telegraph	Sydney	Cootamundra & return
25 "	1	" Town and Country Journal..	"	Gerogery "
28 "	1	Mr. Watts	"	Orange "
28 "	1	Mr. Proctor	"	" "
28 "	1	Mr. Evans	"	" "
28 "	1	Mr. Hareus	"	" "
28 "	1	Reporter, Daily Telegraph	"	Gerogery "
29 "	1	Mr. M'Innes	Newcastle	Tamworth "
3 Nov.	1	Mr. R. Porter	Sydney	Gerogery "
4 "	1	Mr. Tarplee	Gerogery	Sydney "
6 "	1	Reporter, Melbourne Gazette	Sydney	Gerogery "
6 "	1	Mr. Price	"	Bathurst "
6 "	1	Mr. Cleary	"	Bathurst "
6 "	1	Mr. Cass	"	Wellington "
12 "	1	Mr. Cooper	"	Cootamundra "
12 "	1	Mr. Caper	"	Murrumburrah.
15 "	1	Reporter, Daily Telegraph	"	Granville and return.
15 "	1	Mr. Harkness	"	Parramatta "
19 "	1	Mr. Pickering	"	Wagga "
20 "	1	Reporter, Daily Telegraph	"	" "
20 "	1	" Town and Country Journal.	"	" "
20 "	1	" Melbourne Age	Gerogery	Wagga Wagga "
20 "	1	Mr. Evans	Sydney	Windsor "
20 "	1	Mr. Cooper	"	Lithgow "
24 "	1	Mr. Eager	Cootamundra	Gerogery "
25 "	1	Mr. Feldwick	Sydney	All stations "
26 "	1	Mr. A. le Vasseur	All stations	All stations.
27 "	1	Mr. Wilkinson	Sydney	Goulburn and return.
3 Dec.	1	Mr. J. F. Horsley	"	All stations.
8 "	1	Mr. Pickering	"	Windsor and return.
8 "	1	Mr. Price	"	Douglas Park "
10 "	1	Reporter, Lithgow Mercury	"	Lithgow "
11 "	1	Mr. Watts	"	Lithgow "
17 "	1	Mr. Ch. White	"	Gerogery "
17 "	1	Reporter, Newcastle Herald	"	" "
21 "	1	" Wagga Advertiser	Wagga	Gerogery "
22 "	1	" Town and Country Journal.	Sydney	Wellington "
22 "	1	Mr. W. Keith	"	All stations.
23 "	1	Reporter, Freeman's Journal	"	Gerogery and return.
24 "	1	Reporter, Town and Country Journal	"	Lithgow "
— "	1	Mr. Mayo	Bathurst	Sydney "
23 "	1	Mr. Cook	Sydney	Wagga Wagga "
29 "	1	Mr. Waters	"	" "
29 "	1	Mr. Cleary	"	Gerogery "
29 "	1	Mr. Freason	"	All stations "
29 "	1	Mr. Chapman	"	Gerogery "

FREE PASSES issued to Visitors to the Colony.

Date.	Class.	Name.	Station from.	Station to.	Remarks.
1879.					
2 Jan.	1	Mr. A. W. Norton	All stations	All stations	M.P., Queensland.
2 "	1	Mr. P. Walker (and wife)	"	"	" " "
2 "	1	Mr. W. Snelling	Sydney	Goulburn & return	Chamber of Commerce, Brisbane.
6 "	1	Captain Leslie	"	Orange and return	Captain of ship "Border Chief."
6 "	1	Captain Pitt	"	"	" " "Damascus."
6 "	1	Mr. Levy	"	All stations, S. & W.	Contractor for advertising, Victorian Railways.
6 "	1	Mrs. Macarthur	"	Orange and return	Wife of Officer, H.M. Navy.
8 "	1	Captain W. B. Wells	"	All stations	Orient S. S. Company.
10 "	1	Mr. Furnell	"	Bathurst and return	Visitor, Victoria.
14 "	1	Mr. Levy	Newcastle	Tamworth	Contractor for advertising Victorian Railways.
16 "	1	Mr. & Mrs. A. O. Herbert	Sydney	All stations	Commissioner for Railways, Queensland.
20 "	1	Mr. G. W. Bagot	"	"	Visitor, Adelaide.
20 "	1	Mr. W. Robertson	"	"	" "
20 "	1	Mr. H. C. Bagot	"	"	" Melbourne.
20 "	1	Mr. J. H. Curtis	"	"	" "
20 "	1	Mr. Curtain	"	"	Late M.P., Victoria.
21 "	1	Mr. J. H. B. Curtis	"	Bowenfels & return	Visitor, Victoria.
31 "	1	Mr. Matthews	"	"	Engineer, Queensland Railways.
3 Feb.	1	Mr. Baker	"	Orange	Representing Municipal Institutions.
4 "	1	Mr. J. Dight	All stations	All stations	M.P., Queensland.
4 "	1	Mr. Pope Cooper	"	"	" "
5 "	1	Mr. J. F. Garrick	"	"	" "

FREE PASSES issued to Visitors to the Colony—continued.

Date.	Class.	Name.	Station from.	Station to.	Remarks.
1879.					
11 March...	1	Mr. G. H. Davenport	All stations	All stations	M.P., Queensland.
12 " "	1	Capt. Gustin	"	"	Captain of Cavalry, New Caledonia.
12 " "	1	Mr. Cottier	Sydney	Bathurst and return	Captain, s.s. "Bowen."
20 " "	1	Mr. E. Cooke	All stations	All stations	M.P., Queensland.
20 " "	1	Mr. J. Killcoat	"	"	Road Board Commissioner, South Australia
20 " "	1	Dr. Harbeck	"	"	Visitor from United States.
20 " "	1	Hon. G. Buckley	"	"	M.L.C., New Zealand.
20 " "	1	Mr. John Durham	"	"	Visitor, London.
26 " "	1	Captain Cooper	Sydney	Orange and return.	Captain, ship "John Elder."
31 " "	1	Mr. W. W. Molle	All stations	All stations	Judge, East India.
9 April	1	Mr. J. Tipping	"	"	Engineer Railway Department, Madras.
10 " "	1	Commandant Servan	"	"	Commandant, French Navy.
15 " "	1	Mr. Macpherson	Sydney	"	Officer, Railway Department, Queensland.
17 " "	1	Hon. Mr. Chamberlain	All stations	"	M.L.C., New Zealand.
17 " "	1	Mrs. & Miss Chamberlain	"	"	Wife and daughter of Hon. Mr. Chamberlain.
22 " "	1	Captain Stuart	Sydney	Bowenfels & return	Captain, Mail Steamer.
30 " "	1	Mr. Thomas	"	All stations	Officer, Railway Department, Victoria.
2 May	1	Mr. Wm. Whitley	All stations	"	Manager Burrum Coal and Railway Company, Queensland.
2 " "	1	Capt. Wotton	"	"	Inspecting Superintendent, Pacific Mail Company.
6 " "	1	Mr. Ch. Brown	"	"	Visitor, Melbourne.
19 " "	1	Capt. Green	Sydney	Orange and return	Captain, s.s. "Somerset."
20 " "	1	Capt. Teasdale	"	Wagga and return	" ship "Clyde."
20 " "	1	Mr. D. Swan	All stations	All stations	Visitor, Glasgow.
22 " "	1	Mr. G. W. Keish	"	"	M.P., Tasmania.
26 " "	1	Mr. Scott, F.R.G.S.	"	"	Visitor.
29 " "	1	Mr. H. Barbour	Sydney	Orange and return	" Victoria.
29 " "	1	Alderman T. H. Jenkins	All stations	All stations	Alderman, Salting, England.
6 June	1	Mr. J. McKean	"	"	Ex-M.P. and Commissioner for Crown Lands, Victoria.
6 " "	1	Mr. F. Robinson	Sydney	Bowenfels and return	Chief Engineer s. "Pharos," Victoria.
7 " "	1	Mr. G. P. Tolson	All stations	All stations	Officer District Commissariat, and Member Straits Asiatic Society.
16 " "	1	Rev. H. G. Stibbs	"	"	Visitor, Melbourne.
20 " "	1	Mrs. J. Falk & daughter	"	"	Visitor, Java.
14 July	1	Mr. T. Rooke	Sydney	Wagga Wagga & return	Officer, Victorian Railway Department.
16 " "	1	Mr. F. C. Halkett	All stations	All stations	H.M. Service, Fiji.
19 " "	1	Mr. Sanderson	"	"	Collector of Customs, Adelaide
22 " "	1	Capt. Ralston	Sydney	Orange and return	Captain of ship bringing railway materials.
22 " "	1	Capt. Taylor	"	"	"
24 " "	1	Captain Millar	Breeza	Newcastle	Captain, ship "Abergeldie."
28 " "	1	Captain Powell	Sydney	Wagga and return	" s.s. "Lusitania."
29 " "	1	Mr. C. J. Albrecht	All stations	All stations	Engineer, Ceylon Railways.
29 " "	1	Cpts. Boyde & Armstrong	Sydney	Lithgow and return	Commanding ships "Newark" & "Atenburgh"
— Aug.	1	Sir A. Michio	All stations	All stations	"
11 " "	1	The Right Rev. Bishop of Melanesia.	"	"	Melanesian mission.
11 " "	1	Rev. Mr. Baker	"	"	"
11 " "	1	Rev. Mr. Ruddock	"	"	"
11 " "	1	Mr. A. W. Chettle	"	"	"
18 " "	1	Captain Kirk	Sydney	Lithgow and return	"
20 " "	1	Capt. of "Southern Cross" and 8 native scholars.	"	Blue Mountains & back	"
23 " "	1	Captain Ross	"	Bathurst and return	Captain, ship "Nineveh."
23 " "	1	Captain Bowden	"	"	" " "S. Plimsoll."
23 " "	1	Captain Platter	"	"	" " "Patriarch."
23 " "	1	Captain Ayling	"	"	" " "Moravian."
26 " "	1	Mr. J. A. Gunn	All stations	All stations	M.P., Tasmania.
27 " "	1	Mr. C. W. Langtree	"	"	Officer, Mining Department, Victoria.
29 " "	1	Hon. J. Hill (and wife)	"	"	M.L.C., Fiji.
4 Sept.	1	Mr. Yale	Wagga Wagga	Sydney and return	Visitor, Victoria.
9 " "	1	Mr. J. Sadler	All stations	All stations	Officer, Railway Department, Victoria.
11 " "	1	Mr. Thos. Watson	"	"	Visitor, Victoria.
11 " "	1	Mr. W. T. Bell	"	"	" Tasmania.
15 " "	1	Captain Morgan	Sydney	Bathurst and return	Captain, ship "J. Dutlic."
15 " "	1	Mr. Geo. A. Bramall	All stations	All stations	Dist. Manager, East Indian Railway.
16 " "	1	Mr. W. Hy. Burgess	"	"	Mayor of Hobart.
16 " "	1	Mr. Green	"	"	Ex-Mayor of Hobart.
16 " "	1	Mr. Geo. H. Bayly	"	"	Engineer, Bombay Railway Department.
16 " "	1	Colonel Grant	"	"	"
19 " "	1	Mr. W. R. Cave	"	"	Visitor, Adelaide.
— " "	1	Mr. J. Ollivier	"	"	Officer, H.M. Service, New Zealand.
19 " "	1	Colonel Hancock	"	"	Royal Engineers, Bombay.
25 " "	1	Mr. F. Hare	"	"	Chief Superintendent of Police, Victoria.
25 " "	1	Mr. W. Bell	"	"	Eng.-in-Chief, Railway Department, Bombay.
23 " "	1	Monsieur Verhousteijn	"	"	Belgian engineer, and representative of Cockerill Iron Company.
26 " "	1	Mr. W. Sullivan	Sydney	Bathurst & return	Officer, Railway Department, Victoria.
29 " "	1	Mr. Acraman	"	Wagga	Visitor.
30 " "	1	Mr. Vines	All stations	All stations	Officer, Railway Department, Victoria.
1 Oct.	1	Rev. J. T. Evans	"	"	Agent, B. & F. Bible Society.
4 " "	1	Mr. G. Mann	"	"	Officer, Railway Department, Queensland.
6 " "	1	Mr. F. B. Miller	"	"	Officer, H.M. Mint, Melbourne.
7 " "	1	Archdeacon Tucker	"	"	Visitor, Victoria.
8 " "	1	Mr. Goldsmith	"	"	Assist. engineer, Harb. & Rivers Dept., Queensland.
8 " "	1	Mr. J. D. Doyle	"	"	Officer, Railway Department, Victoria.
9 " "	1	Hon. J. F. Peacock	"	"	M.L.C., New Zealand.
10 " "	1	Mr. Bahse	"	"	President, Chamber of Commerce, Saxony.

FREE Passes issued to Visitors to the Colony—*continued.*

Date.	Class.	Name.	Station from.	Station to.	Remarks.
1879.					
— Oct.	1	Mr. D. Duncan	All stations	All stations	Officer, Victorian Railway Department.
18	"	Alderman Jones	"	"	Ex-Mayor, Adelaide.
14	"	Capt. J. H. South	"	"	Captain s.s. "Keilawarra."
14	"	Mr. Jas. Letcher	"	"	Officer, Burrum Railway, Queensland.
14	"	Hon. J. Graham (and daughter)	"	"	M.L.C., Victoria.
14	"	Mr. W. Batchelor	"	"	Officer, Tasmanian Railway Department.
16	"	Rev. Jas. Nish	"	"	Visitor, attending Presbyterian Conference.
21	"	Mr. W. Walker	"	"	Officer, Railway Department, Victoria.
23	"	Mr. W. J. Anthony	"	"	"
22	"	Capt. H. Patterson	Sydney	Lithgow and return	Captain, "Inch Murrin."
28	"	Mr. F. C. Jones	Wagga Wagga	Sydney and return.	Officer, Railway Department, Victoria.
28	"	Mr. D. Keenan	"	"	"
28	"	Hon. Hy. Scott, M.L.C.	All stations	All stations	M.L.C., South Australia.
31	"	Mr. Beal	"	"	Government Printer, Queensland.
31	"	Mr. C. O. Campo	"	"	Obtaining information on railways for Italy.
4 Nov.	1	Mr. T. W. Maudo	"	"	Provincial Secty., Christchurch, N. Zealand.
4	"	Mr. W. Collins	"	"	"
6	"	Mr. C. Todd, C.M.G.	"	"	Postmaster General, South Australia.
7	"	Mr. R. J. Ellery	"	"	Government Astronomer, Victoria.
11	"	Mr. F. A. Abbott	"	"	Director, Botanic Gardens, Hobart.
11	"	Mr. C. C. Carter	"	"	Officer, Railway Department, Queensland.
12	"	Mrs. C. Horn	"	"	Daughter of Speaker, New Zealand.
18	"	Mr. H. Conder	"	"	Railway service, India.
14	"	Mr. J. S. Norton	"	"	Sub-Collector of Customs, Queensland.
24	"	Mr. F. McD. Patterson	"	"	M.P., Queensland.
25	"	Alderman Ham	"	"	Alderman, City of Melbourne.
26	"	Mr. Van de Velde	"	"	Engineer, from Belgium.
27	"	Mr. Jos. Levi	"	"	Officer, Treasury Department, Victoria.
28	"	Alderman J. Dodgshun	"	"	Alderman, City of Melbourne.
28	"	Mr. B. P. Farrelly	"	"	" Launceston.
1 Dec.	1	Councillor Cox	"	"	Alderman, City of London.
2	"	Judge and Mrs. Paul	"	"	Queensland.
2	"	Mr. T. H. Barrow	"	"	Assistant Commissioner of Police, Victoria.
4	"	Mr. L. J. Davies	"	"	Ex-M.P., South Australia.
4	"	Mr. R. P. Abbott	"	"	Visitor, Queensland.
5	"	Mr. A. O. Herbert	"	"	Commissioner for Railways, Queensland.
5	"	Mr. H. C. Stanley	"	"	Engineer for Railways
5	"	Mr. — Tully	"	"	Under Secretary, Lands Dept.
6	"	Mr. F. W. Mitchell	"	"	Ex-Postmaster General, Hongkong.
8	"	Hon. and Mrs. D. Agnew	"	"	M.L.C., Tasmania.
8	"	Mr. L. J. Byrnes	"	"	Principal Shorthand Writer, "Hansard," Brisbane
8	"	Capt. Lymington	Sydney	Bathurst and return	Captain, s.s. "Hankow."
8	"	Captain Harvey	"	"	Ship "Altcar"
—	1	Mr. Hines	All stations	All stations	Officer, Civil Service, South Australia.
22	"	Mr. Killaher	"	"	M.L.C., New Zealand.
29	"	Mr. J. W. E. Pugh	"	"	Officer, Railway Department, Brisbane.
30	"	Hon. R. Hart	"	"	M.L.C., New Zealand.
30	"	Mr. Furness	Sydney	"	Officer, Railway Department, Victoria.
1880.					
2 Jan.	1	Mr. J. Keane	All stations	All stations	Law Department, Brisbane.
3	"	Mr. J. McDonnell	"	"	Under Secretary, Postal Dept., Queensland.
12	"	His Honor W. E. Downes	"	"	Commissioner of Insolvency, South Australia.
12	"	Rev. L. H. Davies	"	"	Visitor, Queensland.
16	"	Officer H.M. Gaol, Adelaide	Sydney	Bathurst and return	"
16	"	Mr. G. N. Vickers	All stations	All stations	Manufacturer of Railway machinery.
18	"	Mr. Secc	"	"	"
22	"	Mr. R. H. Francis	"	"	Officer, Railway Department, Victoria.
23	"	Mr. F. Garrick	"	"	Visitor, New Zealand.
23	"	Mr. J. Garrick	"	"	" Queensland.
27	"	Captain Back	Sydney	Orange and return	Visitor.
27	"	Captain Moir	"	"	"
28	"	Chief Justice Way	All stations	All stations	Chief Justice, South Australia.
29	"	Capt. P. McCulloch	"	"	Captain, ship "Blengfell," carrying railway goods.
29	"	Mr. Thompson	"	"	Under Sheriff, Queensland.
31	"	Mr. Nobbs	Sydney	Orange and return	"
31	"	Mr. Christian	"	"	"
31	"	Mr. Rossiter	"	"	"
31	"	Mr. F. E. Nobbs	"	"	Visitors from Norfolk Island.
31	"	Miss Nobbs	"	"	"
31	"	Miss Rossiter	"	"	"
3 Feb.	1	Capt. J. Robson	All stations	All stations	Captain, ship "Salamanca," carrying railway goods.
3	"	Mr. F. T. Gregory	"	"	Ex-Surveyor General, Queensland.
6	"	Mr. R. Little	"	"	Officer, Public Works, South Australia.
9	"	Mr. Todd	"	"	"
9	"	Mr. C. T. Hargrave	"	"	Road Engineer,
9	"	Mr. G. C. Russell	"	"	Secretary, Melbourne Exchange.
9	"	Mr. Ford	Sydney	"	Railway Department, South Australia.
10	"	Rev. C. Hogg	All stations	"	Visitor. (Recommended by Professor Smith.)
11	"	Capt. Cargill (and wife)	Sydney	Bathurst and return	Captain, mail s.s. "Australia."
13	"	Judge Pendergrast	All stations	All stations	Chief Justice, New Zealand.
—	1	Hon. W. Holmes	"	"	M.L.C.,
13	"	Rev. H. F. Tucker	"	"	Visitor, Victoria.
16	"	Hon. Mr. Giblin	"	"	M.P., Tasmania.
16	"	Mr. Bedwell	"	"	Imperial Marine Survey, Queensland.
16	"	Mr. Clarke	Sydney	Wagga and return	Visitor from Natal.
17	"	Mr. A. B. Malleson	All stations	All stations	Solicitor for Railways, Victoria.

FREE Passes issued to Visitors to the Colony—*continued.*

Date.	Class.	Name.	Station from.	Station to.	Remarks.
1880.					
19 Feb.	1	Major Curtis	All stations	All stations	Victorian Permanent Force.
19 "	1	Mr. V. D. Broughton	"	"	Deputy Master of Mint, Victoria.
24 "	1	Mr. W. Hannan	"	"	Engineer, Railway Department, Queensland.
26 "	1	Capt. McNeill	Sydney	Orange and return..	Captain, s.s. "City of London."
26 "	1	Mr. Fox	"	"	Engineer,
26 "	1	Capt. O. Hillkirk	"	Bathurst	Captain, s.s. "Garonne."
27 "	1	Mr. Laury	All stations	All stations	Accountant, Postal Department, Queensland.
27 "	1	Mr. Thornton	"	"	Collector of Customs, Queensland.
27 "	1	Mr. E. L. Trout	Sydney	Wagga and return..	Mail s.s. "City of New York."
3 March	1	Mr. M. Ratte	All stations	All stations	Civil Engineer and Geologist from France, reporting upon colonies.
11 "	1	Mr. T. J. Willis and wife..	Wagga Wagga	Sydney and return..	Officer, Victorian Railway Department.
11 "	1	Colonel Barry	All stations	All stations	Visitor from Victoria.
12 "	1	Bishop Selwyn	Goulburn	Sydney	Melanesian Mission.
12 "	1	Mr. and Mrs. Wheeler	"	"	Visitors, Fiji.
12 "	1	Mr. W. Wood	"	"	Explorer, Queensland.
12 "	1	Mr. E. Layard, C.M.G.	"	"	British Consul, New Caledonia.
12 "	1	Capt. J. C. Clare	Sydney	Moss Vale & return	Captain, ship "Northampton," carrying railway goods.
15 "	1	Mr. G. Flecker	Wagga Wagga	Sydney	Civil Engineer, from Austria.
19 "	1	Captain Martin	Sydney	Orange	Ship "Loch Tyre."
25 "	1	Captain Halliday	"	Orange	Captain, ship "Norral."
25 "	1	Captain Leslie	"	Bowenfels	Captain, ship "Northampton."
— "	1	Mr. E. Giles	All stations	All stations	Australian explorer.
25 "	1	Mr. R. G. A. Wright	"	"	Officer, Railway Department, Victoria.
— "	1	Mr. A. Goldie	"	"	Naturalist, &c.
25 "	1	Mr. Stewart	Sydney	Bathurst and return	Visitor from England.
25 "	1	Mr. Farr	"	"	"
9 April	1	Hon. D. Lewis	All stations	All stations	M.P., Tasmania.
19 "	1	Mr. Middleton	"	"	Locomotive Supt., Tasmanian Railways.
22 "	1	Mr. H. R. Reid	"	"	Commissioner Melbourne Harbour Trust and President Free Trade League, Victoria.
24 "	1	Mr. Brophy	"	"	M.P., Victoria.
24 "	1	Mr. August Von Davons	"	"	Manufacturer from Germany.
24 "	1	Capt. J. Murdoch	"	"	Captain, s.s. "Cuzco."
24 "	1	Dr. P. J. Dunne	"	"	Medical officer, "
27 "	1	Mr. P. J. Browne	"	"	Visitor (Artist taking views for English illustrated papers).
30 "	1	Mr. H. D. Maddock	"	"	Examiner of Titles, New Zealand.
30 "	1	Mr. J. H. Banks	"	"	Ex-M.P., New Zealand.
30 "	1	Mr. J. Wilson	"	"	"
7 May	1	Mr. W. Wood	"	"	Clerk, Railway Department, Victoria.
7 "	1	Mr. W. C. Run	"	"	Secretary, Harbour Board, Melbourne.
8 "	1	Hon. W. Tarleton, M.P.	"	"	M.P., Tasmania.
10 "	1	Mr. R. Manley	"	"	Officer, Railway Department, Victoria.
10 "	1	Mr. C. E. Adams	"	"	Officer of Legislative Assembly, Queensland.
10 "	1	Mr. R. L. Jack	"	"	Government Geologist, Queensland.
11 "	1	Dr. Rich	Sydney	Bathurst and return	Surgeon, s.s. "Aconagua."
13 "	1	Mr. T. P. Morgan	All stations	All stations	Visitor from Queensland.
13 "	1	Mr. J. T. Anness	Sydney	Western stations ..	"
13 "	1	Captain Smith	"	Richmond & return	Captain, ship "Kosciusko."
15 "	1	Dr. Roseby	All stations	All stations	Visitor from New Zealand.
17 "	1	Mr. S. P. H. Wright	"	"	Member of Board of Education, Tasmania.
25 "	1	Mr. R. A. Proctor	"	"	Visitor (Astronomer).
31 "	1	Doctor	Newcastle	Muswellbrook	Mail s.s. "Australia."
1 June	1	Mr. G. G. Dick	All stations	All stations	Engineer to Queensland Govt. in London.
18 "	1	Mr. A. Mackay	"	"	Councillor, Victoria.
18 "	1	Mr. H. S. Palmer	Sydney	Orange and return..	Officer, Postal Department, Victoria.
19 "	1	Mr. J. J. Osborne	All stations	All stations	Manager of Carrying Co., South Australia.
21 "	1	Mr. H. C. Hok	"	"	Visitor, Germany.
21 "	1	Major Squirrels	"	"	Late Acting-Governor, Straits Settlements.
25 "	1	Mr. W. G. Ritchie	"	"	Officer, Railway Department, Victoria.
8 July	1	Mr. J. P. Hamilton	"	"	Officer, Victorian Railways.
10 "	1	Lieutenant Ritchie	Sydney	Wagga and return	Officer, Railway Department, Victoria.
12 "	1	Captain Henderson	"	Bathurst	Captain, ship "Moravian."
14 "	1	Mr. F. R. Coffey	All stations	All stations	Officer, Railway Department, S. Australia.
19 "	1	Captain Foreman	Sydney	Bathurst and return	Captain, ship "Ariell."
20 "	1	Mr. F. Cowderoy	All stations	All stations	Officer, Railway Department, Victoria.
21 "	1	Mr. H. M'K. Muirhead	"	"	Officer, Supreme Court, Adelaide.
27 "	1	Rev. J. Shearman	"	"	Visitor, New Zealand.
27 "	1	Rev. A. R. Eagar	Sydney	Bathurst and return	"
27 "	1	Mr. W. S. Eagar	"	"	Civil Service, Victoria.
3 Aug.	1	Capt. R. Matheson	All stations	All stations	Captain, mail s.s. "Kaiser-i-Hind."
3 "	1	Mr. O'Connor (2)	"	"	Visitor, Queensland.
9 "	1	Mr. D. Maclean	"	"	Officer, Railway Department, Victoria.
13 "	1	Mr. Stewart	"	"	Visitor, Melbourne.
14 "	1	Captain Carvosso	Sydney	Wagga and return..	Visitor.
16 "	1	Lord H. Phipps	All stations	All stations	Visitor, Melbourne.
24 "	1	Mr. Warren	"	"	Civil Service, Tasmania.
30 "	1	Mr. W. H. Smith	"	"	Visitor, Melbourne (of Howard Smith & Co.)
30 "	1	Captain Bowden	Sydney	Bathurst and return	Captain, ship "Samuel Plimsoll."
31 "	1	Mr. J. F. Bridges	All stations	All stations	Visitor, Tasmania (to attend opening to Gerogery.)
3 Sept.	1	Mr. W. H. Batten	"	"	Visitor, Victoria.
4 "	1	Rev. A. J. Webb	"	"	"
4 "	1	The Duke of Manchester	"	"	President, Colonial Institute, &c., England.
6 "	1	Captain Matheson	Sydney	Bathurst and return	Ship "Thermopylae."
8 "	1	Mr. J. M. R. Robertson	All stations	All stations	Visitor, India (geologist.)
	1	Mr. E. V. Barnard	"	"	Victorian Race Club.

FREE Passes issued to Visitors to the Colony—*continued.*

Date.	Class.	Name.	Station from.	Station to.	Remarks.
1880.					
17 Sept.	1	Mr. Hicken	All stations	All stations	Ex-Engineer for Harbours, South Australia.
20 "	1	Dr. Gilchrist	"	"	Visitor, Victoria (lecturer, &c.)
20 "	1	Mr. T. C. N. Cooper	"	"	Portuguese Consul.
21 "	1	Mr. G. Brown	"	"	Officer, Civil Service, India.
22 "	1	Mr. T. Bailey	"	"	Assistant Manager, Railway Department, India.
27 "	1	Mr. F. Renwick	"	"	Officer, Railway Department, Victoria.
29 "	1	Miss Worth	"	"	Visitor.
1 Oct.	1	Captain Hutton	Sydney	Bathurst and return	Captain, ship "Cynisca."
8 "	1	Mr. D. Keenan	All stations	All stations	Officer, Railway Department, Victoria.
8 "	1	Mr. Sommerville	Sydney	Western stations	Ex-officer, Crown Lands Department, Victoria.
9 "	1	Mr. Fussell	All stations	All stations	Officer, Railway Department, Victoria.
9 "	1	Mr. Lowenstein	"	"	" " "
9 "	1	Mr. E. Adams	"	"	" " "
9 "	1	Mr. Alf. Thomas	Sydney	Zig Zag and return.	} Ex-officer Railway Department, Brisbane.
				Gerogery	
20 "	1	Lady Jervois & two daughters	"	"	Wife and daughters of Governor S. Australia.
	1	Mr. Wall	All stations	All stations	Officer, Railway Department, Victoria.
25 "	1	Hon. W. Gellibrand	"	"	M.L.C., Tasmania.
25 "	1	Mr. W. C. Clifton	Bathurst	Sydney	Officer, P. & O. Company.
26 "	1	Mr. L. Ehrenfried & wife	All stations	All stations	Mayor of Auckland, New Zealand.
28 "	1	Captain Murray	Sydney	Bathurst and return	Captain, ship "Christina Thompson."
1 Nov.	1	Mr. Vines and wife	All stations	All stations	Officer, Railway Department, Victoria.
1 "	1	Dr. E. L. Crowther	"	"	M.P., Tasmania.
	1	Rev. D. Bruce	"	"	Member University Senate, New Zealand.
2 "	1	Mr. C. H. Grant and wife	"	"	Visitor, Manager Railways, Tasmania.
3 "	1	Mr. W. C. Gosse	"	"	Deputy Surveyor General, South Australia.
4 "	1	Mr. Piper	"	"	Officer, Postal Department, Victoria.
10 "	1	Dr. Carl Lumbholtz	"	"	Visitor, Norway (naturalist.)
10 "	1	Hon. Mr. & Miss Dargen	"	"	M.L.C., Queensland.
12 "	1	Mr. R. Hepburn	"	"	Visitor, Victoria.
12 "	1	Mr. G. Salier	"	"	M.P., Tasmania.
15 "	1	Mr. E. C. Nowell	"	"	Clerk, Executive and Legislative Council, and Government Statistician, Tasmania.
16 "	1	Mr. Irving	Bathurst	Sydney	Officer, Customs Department, Brisbane.
19 "	1	Mr. C. Mitchell	All stations	All stations	Member Legislative Council, Fiji.
23 "	1	Mr. J. Yates	"	"	Officer, Railway Department, Victoria.
24 "	1	Mr. J. Smibert	Sydney	Western stations	" Postal Department, Victoria.
24 "	1	Mr. G. Newbatt	All stations	All stations	" Railway " New Zealand.
24 "	1	Mr. G. Beetham	"	"	M.P., New Zealand.
25 "	1	Mr. A. Rose	"	"	Visitor, Adelaide (Port Adelaide Institute).
25 "	1	Mrs. Crawley	"	"	Visitor. (Widow of distinguished Indian officer.)
26 "	1	Mr. Bright (and wife)	"	"	M.P., South Australia.
27 "	1	Mr. T. Mason	"	"	" New Zealand.
27 "	1	Hon. J. Taylor	"	"	M.L.C., Queensland.
27 "	1	Rev. W. C. Robinson	"	"	Delegate from Hobart to Temperance Conference.
30 "	1	Mr. W. H. Hadwell	"	"	Curator, Museum, Brisbane.
1 Dec.	1	Mr. Bradford	Sydney	Bathurst and return	Telegraph Inspector, Queensland.
7 "	1	Mr. Le Patourel	All stations	All stations	Visitor.
7 "	1	Mr. H. J. Wrenfordslee	"	"	Chief Justice, Western Australia.
7 "	1	Mr. Yuill	"	"	Manager, Orient S.S. Company.
9 "	1	Mr. Curnow	"	"	Chief Clerk, Railway Department, Brisbane.
9 "	1	Mr. Macmillan	"	"	Railway Department, Queensland.
9 "	1	Captain Faulkner	Sydney	Bathurst and return	Captain, ship "Sophocles."
10 "	1	Chief Justice Lilley (& son)	All stations	All stations	Chief Justice, Queensland.
13 "	1	Mr. G. Aickin	"	"	Municipal Council, Wellington, New Zealand.
13 "	1	Mr. E. Stafford	"	"	" Auckland, "
15 "	1	Mr. D'Ebbo	"	"	Engineer, Railway Department, S. Australia.
16 "	1	Capt. Robson	Sydney	Orange and return	Capt. s.s. "Salamanca." (Carrying railway material.)
17 "	1	Mr. Chancelor	All stations	All stations	Officer, Customs Department, Queensland.
20 "	1	Mr. Blakoney	Sydney	Gerogery & return	Deputy Registrar General, Brisbane.
20 "	1	Mr. W. Smith	All stations	All stations	Chamber of Commerce, Queensland.
22 "	1	Mr. & Mrs. R. Langnan	"	"	Officer, Public Works Dept., S. Australia.
23 "	1	Dr. P. Smith	"	"	" Lunacy Department, Queensland.
23 "	1	Mr. Morehouse	"	"	Chairman, Road Board, South Australia.
23 "	1	Mr. D. Ward	"	"	Visitor (ex-Mayor of Sheffield).

Sydney: Thomas Richards, Government Printer.—1881.

[1s. 3d.]

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAYS.

(REBATE ON CARRIAGE OF STOCK BY RAILWAY.)

Ordered by the Legislative Assembly to be printed, 6 July, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 8th March, 1881, That there be laid upon the Table of this House,—

“(1.) The date upon which the first consignments of cattle and sheep were sent by rail from Wagga Wagga and Junee to Sydney, and the names of the owners and consignees.

“(2.) The number of sheep sent by rail from Wagga or Junee or Cootamundra consigned to Messrs. York and Walsh or Elliott, and the dates of each consignment; also to Ivory & Macnamara.

“(3.) The dates on which consignments of sheep were sent from above places to Pitt, Son, & Badgery, Sullivan & Simpson, Harrison, Jones, & Devlin, Maiden, Hill, & Clark, or any other person.

“(4.) The date on which arrangements were made with Mr. Swift to allow him 20 per cent. rebate for carriage on sheep from above places.

“(5.) The amounts paid or due to any of the above firms or persons, and any other person to whom rebate was paid or is due.”

(Mr. McElhone.)

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RAILWAYS.

No. 1.

1. The date on which the first consignments of cattle and sheep were sent by rail from Wagga Wagga and Junee to Sydney, and the names of the owners and consignees.

Description.	Date.	Station sent from.	Sender.	Consignee.
Cattle	24th September, 1878.	North Wagga ...	Davis	Dawson.
Sheep	1st October, 1878.	Do.	Parker	York & Walsh.
Sheep	22nd August, 1878.	Junee	York.....	Do.
Cattle	19th October, 1878.	Do.	Dunn & M'Kinnon ...	Inglis.

2. The number of sheep sent by rail from Wagga or Junee or Cootamundra consigned to Messrs. York & Walsh or Elliott, and the dates of each consignment; also to Innery & Macnamarra.

To whom consigned.	No. of Sheep.	Date consigned.	Station sent from.
Elliott & York	9,745	December, 1880.	North Wagga.
Elliott	31,056	Nov. and Dec., 1877; Jan., Feb. Mar., April, and May, 1878.	Cootamundra.
York & Walsh	85,145	Aug., Sept., Oct., Nov., and Dec., 1878; Jan. and Feb., 1879; May and June, 1880.	Cootamundra, Junee, and North Wagga.
Innery & Macnamarra	Nil.	Nil.	Nil.

3. The dates on which consignments of sheep were sent from above places to Pitt, Son, & Badgery, Sullivan & Simpson, Harrison, Jones, & Devlin, Maiden, Hill, & Clark, or any other person.

To whom consigned.	No. of Sheep.	Date consigned.
Pitt, Son, & Badgery.....	94,259	Nov., 1877; Feb., Mar., April, May, June, July, Aug., Sept., Oct., and Nov., 1878; Feb., Mar., April, May, Aug., and Nov., 1879; Jan., Feb., Mar., June, July, Aug., Sept., Oct., Nov., and Dec., 1880.
Sullivan & Simpson	9,792	Feb., May, and Oct., 1878; and Sept., 1880.
Harrison, Jones & Devlin.....	78,435	Nov., 1877; Jan., Mar., and every succeeding month till end of 1879; Jan., Feb., April, and every succeeding month in 1880.
Maiden, Hill, & Clark	28,980	Dec., 1877; Jan., Feb., May, June, Aug., Sep., Oct., Nov., and Dec., 1878; Jan., Feb., Mar., April, May, Aug., Sept., and Oct., 1879; and Jan., April, June, Nov., and Dec., 1880.
W. Inglis	6,264	April, Sept., Oct., Nov., and Dec., 1878; Jan., April, May, and Sept., 1879; and June, July, Oct., and Nov., 1880.
John Bridge	1,907	May, Aug., and Oct., 1878; and Jan., Feb., Mar., and May, 1879.
Brunker, Wolfe, & Co.	12,905	Sept., Oct., Nov., and Dec., 1878; Jan., Feb., Sept., Nov., and Dec., 1879.
Wilkinson, Graves, Minchin, & Lavender	102,138	June, July, Sept., Oct., Nov., and Dec., 1879; Jan., Feb., Mar., May, June, July, Aug., Sept., Oct., Nov., and Dec., 1880.
Griffiths & Weaver	1,266	May and November, 1880.

NOTE.—In answer to a question in the Legislative Assembly on the 18th January, 1880, it was stated that sheep had not come from Riverina previously to the allowance of rebates. It was meant by this answer that the sheep for Messrs. Wilkinson, Minchin, and Lavender, and Mr. Swift, came from a part of Riverina, from which no stock of any kind had come to the Sydney market. Mr. Swift's sheep came from within 20 miles of Deniliquin, and it is stated that those for Messrs. Wilkinson, Graves, Minchin, and Lavender, came from the same district.

4. The date on which arrangements were made with Mr. Swift to allow him 20 per cent. rebate for carriage on sheep from above places.

May, 1880.—The discount was only to be allowed on consignments of not less than 2,000 sheep from Junee and Wagga Wagga—not from Cootamundra.

5. The amounts paid to or due to any of the above firms or persons, and any other person to whom rebate was paid or is due.

Name.	Amount allowed for Discount.	Amount for Discount still claimed.
	£ s. d.	£ s. d.
Wilkinson, Graves, Minchin, & Lavender	669 10 11	Nil.
Pitt, Son, & Badgery	226 1 4	234 18 9
Sullivan & Simpson	28 10 4	Nil.
Harrison, Jones, & Devlin	100 6 3	Nil.
York and Walsh*	Nil.	Nil.

* No discount was allowed or claimed. £120 11s. 7d. was refunded to this firm in April, 1879, but this was not in the shape of discount, but because the rates had been increased between the time the sheep were bought and the time they were carried.

Letters, Minutes, &c., giving particulars of the concessions made for the carriage of sheep.

No. 2.

Messrs. Wilkinson, Graves, Minchin, & Lavender to The Commissioner for Railways.

Dear Sir,

12, Spring-street, Sydney, 10 December, 1879.

Referring to the arrangement made some time since with you that if twenty trucks or over were ordered ten days before they were required to bring sheep from Wagga or Junee to Sydney a reduction of 15 per cent. on the freight should be allowed,—we have had several lots of sheep down under this arrangement, and have paid for them less the rebate. We now owe for the following lots, viz., twenty trucks for Rudd's sheep, from near Hay, ordered 29th October, arrived Homebush 12th and 13th November; twenty-four trucks, Clark and Macleay's, Kerarbury, Murrumbidgee, ordered 18th November, arrived 3rd December; and twenty-five trucks, Bailie's, Benorimbah, Murrumbidgee, sheep ordered 20th November, arrived 6th December.

We have tendered payment for these, less the 15 per cent., but the collector will not take it till he receives instructions from you to do so.

We may mention that we have already sent our constituents proceeds of the sale of these sheep, allowing them the reduction of 15 per cent. on the trucking charges, and we have another 2,500 from the Murrumbidgee trucking at Wagga on the 16th, besides over 10,000 other fat sheep, in lots, travelling up the Murrumbidgee for sale here, the owners of all of which have been mainly induced to send them here by the concession in trucking charges before referred to.

Will you kindly have the necessary instructions issued to the collector.

Yours, &c.,

WILKINSON, GRAVES, MINCHIN, & LAVENDER.

No. 3.

Mr. R. Wilkinson to The Commissioner for Railways.

Dear Sir,

Sydney, 10 December, 1879.

Since the arrangement referred to in my official letter to you was made I have paid several visits to Riverina, and my firm and others have been exerting ourselves to induce the squatters and settlers to transact their business with Sydney, and the concession made in trucking charges has been a great assistance to us.

We were too late to get much wool and general business this season, but we have succeeded in getting a great number of fat sheep for this market, and the number is rapidly increasing; this we never would have got but for the concession referred to.

Our object is to get the Riverina people to contract the habit of doing all their business with Sydney, and we are succeeding, not only as regards fat stock, but many of our largest constituents are now making arrangements to do all their business in this city in future, and I would take the liberty of suggesting for your consideration whether it is advisable just now to check this disposition on their part by removing a concession which I have no hesitation in saying has had, and is having, a very great influence in bringing this Riverina trade here.

Of course the business of my firm is chiefly in stock, but we are trying to get our friends to transfer *all* their business here, for we know if we can get them to contract the habit of doing business generally here we secure their stock for this market, and if they send their stock here their wool and general business will follow.

Being interested I feel strongly on this matter, for I firmly believe that if the concession were withdrawn the number of fat sheep sent here from Riverina would be reduced by at least one-half.

Yours, &c.,

ROBERT WILKINSON.

Since writing the above I have a telegram advising the starting of a large lot of fat sheep from Illilawa Station, which adjoins the town of Hay.

No. 4.

Minute Paper—Reasons for allowing concession on carriage of sheep.

THE concession was made for the purpose of securing the traffic, and in the expectation that if twenty trucks were ordered at the same time a special could be run, which would reduce the working expenses of conducting this traffic. The condition made was that consignors should give at least fourteen days' notice of their orders to enable us to work the empties to Wagga without expense.

It is only in consideration of the Department effecting a saving that the reduction of 15 per cent. is made, but I gathered from a conversation I had with Mr. Wilkinson that the Department was gaining nothing, as, though twenty trucks were ordered after the lengthy notice stipulated for, the department did not run a special, but trained the sheep by the ordinary trains; this mode might be more economical, but I told Mr. Wilkinson that it would necessitate inquiry, and if it were found that our working expenses were not reduced the concession made would have to be withdrawn.

Mr. Carlisle will see what Wilkinson's firm has to say to this, and will please report on the whole case. Until countermanded, the concession of 15 per cent. on the freight charges, if twenty trucks at a time be ordered, is to be continued.—CHAS. A. G., 16/12/79.

No. 5.

Minute of The Commissioner for Railways.

THE 15 per cent. deduction has, I am assured, turned the stream of traffic from Melbourne to Sydney. Mr. Simson, M.P., urged very strongly that at all events till we extended our railway to Narandera the reduction should be continued.

I think it desirable to foster the traffic in this way. We cannot lose much by confining the concession to orders for twenty trucks, but the liberality of the concession attracts attention, and owners avail themselves of it.

CHAS. A. G., 15/1/80.

No. 6.

Mr. S. M. Swift to The Commissioner for Railways.

Sir,

Sydney, 19 May, 1880.

I have purchased about 50,000 fat wethers on the Murrumbidgee River, at Groongal and Toganmain Stations, the back boundary of the latter being only 40 miles distant from Deniliquin, and the former being directly on the opposite side of the river.

The whole of these sheep had I not purchased them would have gone to the Melbourne market, and unless I can get some concession on the trainage from Junee to Homebush I will be compelled to let them go there as hitherto.

I have therefore the honor to ask that, in the event of my diverting these sheep from the Melbourne market to Sydney, what allowance you will be prepared to make me on the trainage from Junee to Homebush.

I am willing to guarantee the transit of at least 15,000 of them, with a very strong probability that nearly the whole of them will be sent to Sydney, provided you give me some encouragement.

I may also mention that the distance from Toganmain to Deniliquin is about 40 miles, from Groongal to Deniliquin about 60 miles, and from either of the two runs to Junee about 130 miles. The former road is also much the best for sheep travelling, being all open country, whilst the latter is principally lanes and very bare of grass.

The number to be sent in each flock will be about from 2,000 to 3,000, but of this you will have timely notice.

Your favourable consideration of this, and an early reply will much oblige.

I have, &c.,

S. M. SWIFT.

The practice has been to allow, under the authority of the Minister, a reduction of 20% on the charge, provided twenty trucks are taken so as to form a special train. This has been the means of diverting from Melbourne to Sydney a large quantity of stock. Mr. Swift guarantees 15,000, and probably will give us 50,000, if the reduction be made. The sheep are coming from the south bank of the Murrumbidgee, and no doubt if sent to Deniliquin the carriage freight to Melbourne will be cheaper than from Junee to Sydney, but the duty of 6d. a head turns the scale in favour of New South Wales if the reduction be made. The Department will clear about £10 per thousand after paying all expenses.—CHAS. A. G., 26/5/80.

Approved.—J.L., 8/6/80.

Inform Mr. Swift.—9/6/80.

No. 7.

The Commissioner for Railways to Mr. S. M. Swift.

Sir,

Department of Public Works, Railway Branch, 10 June, 1880.

In referring to your letter of the 19th ultimo, stating that you have purchased about 50,000 fat wethers on the Murrumbidgee, and that if some concession be made on the trainage charge from Junee to Homebush you will have 15,000 or more of them sent to this market instead of Melbourne, I have the honor to inform you that, with the view of encouraging the transport of sheep from the Murrumbidgee District to this market, a reduction of 20% on the trainage charges will be made, provided twenty trucks are taken at a time, so as to form a special train. Should you agree to these terms I have to refer you to the Traffic Manager, with whom you will please arrange all details.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

Traffic

Traffic Manager to see.—G.B., 11/6/80. Is it intended that equal discounts should be allowed to other firms on equally large consignments?

Wilkinson, Graves, Minchin, and Lavender are only allowed 15% on consignments of twenty trucks and upwards.—W. V. READ (*per* D.K.), 6/7/80. Commissioner.

If the circumstances are precisely alike the same course will be pursued; but each such case will be dealt with on its merits by the Commissioner.—CHAS. A. G., 8/7/80. Seen.—W. V. READ (*per* D.K.), 10/7/80. Commissioner.

No. 8.

Minutes respecting Sullivan and Simpson's claim for the usual allowances.

MESSRS. Sullivan & Simpson called to-day respecting a consignment of thirty trucks of sheep from Mr. Clark, Kerabury Station, ex North Wagga, on 28th September, for which a claim has been made for a rebate of trainage. Let me know how many sheep were in the trucks and what amount was charged for them? How many trucks were there in consignment?—W. V. READ, *per* D.K., 30/9/80. Station-master, Wagga Wagga.

There were no sheep consigned for Messrs. Sullivan & Simpson on 28th September, but Mr. Bolton trucked, on behalf of Ellison, thirty trucks of sheep, containing about 2,700, on 24th September, for Messrs. Sullivan & Simpson: £190 2s. 6d. to pay.—S. W. ALLIBAND, 4/10/80. Traffic Manager.

Was this amount paid by Sullivan & Simpson?—W. V. READ (*per* D.K.), 5/10/80. Station-master, Homebush.

Yes. Sullivan & Simpson paid by cheque on 29/9/80, £190 2s. 6d. on account of trainage.—W. SIMPSON, 6/10/80. Traffic Manager.

These sheep came from Mr. Clark, of Kerabury Station, in the Riverina District, and Messrs. Sullivan & Simpson claim a drawback of 15 per cent. on the trainage, the same as is allowed to Mr. Swift.—W. V. READ (*per* D.K.), 7/10/80. Commissioner.

In view of the low charges we make for live stock, I would recommend that these drawbacks be not allowed in future.—W.V.R., 7/10/80.

No. 9.

Minute of The Commissioner for Railways.

GIVE notice to all concerned that at the termination of the present year these rebates will cease; this will afford time for any existing contracts to be carried out. The railway to Narrandera will be opened by the time named, and the necessity for rebate removed.

CHAS. A. G., 16/10/80.

The Stock Agents in Sydney and Wagga should be informed, and also Mr. Swift and all others concerned. Traffic Manager to advise by direction of Commissioner.—CHAS. A. G., 16/10/80.

Inform Mr. Swift, Pitt, Son, and Badgery, Wilkinson & Company, and Sullivan & Simpson.—D.K., 18/10/80. Informed.—20/10/80.

I have written to all concerned accordingly. But what about the rebate on Sullivan & Simpson's sheep? I presume it may be allowed in common with others.—W. V. READ (*per* D.K.), 20/10/80. Commissioner.

If previous notice was given of quantity and a special run the rebate may be allowed.—CHAS. A. G., 22/10/80. Traffic Manager.—G.B., B.C., 23/10/80.

Write to Sullivan & Simpson, with reference to Mr. Simpson's call at this office on the 30th ultimo, respecting a rebate on a consignment of sheep from Mr. Clark, of Kerabury, to their firm, that rebates have only been given in those cases where arrangements were previously made to that effect, which was not done in their case, and it is not therefore in my power to authorize a refund. As they have already been advised, no rebates will be given after the end of this year.—D.K., 23/10/80. Sullivan & Simpson informed.

Goods Superintendent to see and note that all discounts on live stock are to cease at the end of this year.—W. V. READ (*per* D.K.), 25/10/80.

No. 10.

Messrs. Pitt, Son, & Badgery, to The Traffic Manager.

Dear Sir,

Sydney, 20 November, 1880.

We enclose herewith accounts for Messrs. Swift and Hann's sheep.

Our arrangement with the Commissioner was for 20 per cent. discount on ordinary rates, provided a certain number of sheep was guaranteed. We have fulfilled our part of the agreement, and expect the Railway Department to carry out theirs. Mr. Swift is now at Gundagai, and will be absent from Sydney till the election is over, and you had best allow the matter to stand till his return.

PITT, SON, & BADGERY.

It was arranged that 20 per cent. discount was to be given to Mr. Swift on consignments of not less than twenty trucks of sheep. I see there were eight trucks from North Wagga on the 13th, and fifteen trucks from Cootamundra on the 17th November, upon which of course no discount was allowed. Were these all the trucks that were ordered for the respective consignments, or did we at any time fail to supply Mr. Swift with trucks?—W. V. READ (*per* D.K.), 20/11/80. Goods Superintendent.

Inspector Roberts for report.—G. T. EVANS, 22/11/80. Swift and Hann only ordered fifteen trucks for the Cootamundra lot. The eight were of a lot of forty-one, but we were unable to supply the trucks for them. It was our fault that only eight were used.—G. J. ROBERTS, 25/11/80. Goods Superintendent.

The discount on the consignment of eight trucks, under the circumstances, should be allowed.—W.T.C. (*pro* Superintendent EVANS), 27/11/80. Traffic Manager. Approved; but as only fifteen trucks were ordered for the Cootamundra lot, of course no discount can be allowed on them.—W. V. READ (*per* D.K.), 29/11/80.

No. 11.

Messrs. Harrison, Jones, & Devlin to The Commissioner for Railways.

Sir, Sydney, 15 December, 1880.
Having lately made large consignments of sheep from Riverina, and tendered to your Department our cheque for trainage of same, less 15 per cent., we believe that the Station-master at Homebush has refused to credit our account with the deduction of this percentage, and we now have the honor to ask you for your authority to obtain same.

We may mention that this allowance has always been made to other Agents, although individually we have not previously asked for it.

We are, &c.,

HARRISON, JONES, & DEVLIN.

The Traffic Manager for report.—D.V., 18/12/80.

Harrison, Jones, & Devlin never made any arrangements for getting discount on their stock, and according to the Commissioner's decision on the attached papers in Sullivan & Simpson's case I do not see that any rebate can be made to them.—W. V. READ (*per* D.K.), 21/12/80. Secretary.

In order that the balances held by Harrison, Jones, & Devlin may be collected before the end of the month I shall be glad if the Commissioner will communicate with them at once.—W. V. READ (*per* D.K.), 22/12/80. Urgent.

No. 12.

The Commissioner for Railways to Messrs. Harrison, Jones, & Devlin.

Gentlemen, Department of Public Works, Sydney, 3 January, 1881.
In reply to your letter of the 15th ultimo, relative to consignments of sheep forwarded from Riverina to Homebush, and asking that the rebate of 15 per cent. on these consignments may be allowed to you, I have the honor to inform you that rebates have only been made under special and previous arrangements, and as no previous arrangements were made in the cases to which you refer no rebate can be allowed.

I may add that, in view of the low charges made for the carriage of live stock, it has been decided to discontinue the allowance of rebates altogether.

I have, &c.,

D. VERNON,

Pro Commissioner for Railways.

Call upon Harrison, Jones, & Devlin and request payment of the discount returned by them, and amounting, if I remember correctly, to £100 6s. 3d.—W. V. READ (*per* D.K.), 5/1/81. Mr. Simpson, Homebush.

I have this day seen Mr. Devlin of that firm, and he stated to me positively that they would not pay the amount deducted by them on Elliott's sheep.—W. SIMPSON, 7/1/81. Traffic Manager.

Has the Commissioner received a reply from Harrison, Jones, & Devlin, stating upon what grounds they refuse to pay the discount which they deducted from our account?—W. V. READ (*per* D.K.), 8/1/81.

The Minister thinks that the rebate should be allowed in this case.—CHAS. A. G., 11/1/81.

This decision will govern Sullivan & Simpson's case.—CHAS. A. G., 11/1/81.

Goods Superintendent to see. The discount is now to be allowed to Harrison, Jones, & Devlin and Sullivan & Simpson.—W. V. READ (*per* D.K.), 17/1/81. Mr. Simpson, Homebush.—W.T.C. (*pro* Inspector Evans), 19/1/81.

Noted.—In the case of Harrison, Jones, & Devlin rebate vouchers will be obtained and the outstanding written off. But in Sullivan & Simpson's case I presume a refund of the amount will be made, as the account has been previously dealt with; please say.—W. SIMPSON, 21/1/81.

If full freight has already been obtained from Sullivan & Simpson the refund may be made.—W.T.C. (*pro* Inspector Evans), 22/1/81.

No. 13.

Messrs. Maiden, Hill, & Clark to The Commissioner for Railways.

Sir, 129, Pitt-street, Sydney, 28 December, 1880.
We have the honor to direct your attention to a matter which we respectfully submit requires your immediate careful consideration.

This is not the case.—CHAS. A. G.

We allude to the rebate that is now being allowed (upon truckage of sheep) to a certain firm of agents in this city.

Only this morning a large fat stock purchaser refused to purchase sheep from our firm, as we could not put him on the same footing as did the firm we alluded to.

We write of course in our own interests, and no doubt the other stock agents in Sydney will themselves take up this matter. We are, however, at a loss to know upon what grounds such an allowance should be made to any one, and as the trucks and the railways are public property we consider that all owners of stock should be upon the same footing, and that no one agent or owner should receive any advantage over the other. The whole matter will no doubt soon be brought before Parliament for full inquiry; still in the meantime we must enter our protest against what we cannot but consider as an undue advantage enjoyed by one firm over others in the same business.

We have, &c.,

MAIDEN, HILL, & CLARK.

The concession made was not limited to one firm—it was general in its application. 15 per cent. discount was allowed on sheep from the Riverina country on the following conditions:—Ten days' notice to be given that a train of twenty trucks would be required, so as to form one train load. Traffic Manager to report to whom this concession has been made. Certainly more than one firm has obtained the benefit of the concession.—CHAS. A. G., 8/1/81.

Goods Superintendent will please inquire into this matter, and furnish me with a statement of all consignments of sheep of twenty (20) trucks and upwards received by Maiden, Hill, and Clark from the Riverina district.—W. V. READ (*per* D.K.), 14/1/81.

Station-master,

Station-master, Homebush for report.—W.T.C. (*pro* Inspector Evans), 14/1/81.

No one consignment consisting of twenty trucks of sheep has been received from the Riverina district for Messrs. Maiden, Hill, & Clark during 1880; in fact the only consignments received on account of this firm consists of three trucks received 19th November, and four trucks on 29th January, 1880.—W. SIMPSON, 15/1/81. Goods Superintendent.

This being the case, Messrs. Maiden & Company were not entitled to any rebate.—W.T.C. (*pro* Inspector Evans), 19/1/81. The Traffic Manager.

The Commissioner.—W. V. READ (*per* D.K.), 20/1/81.

The question put in my minute is not answered. Which firms obtained this privilege from first to last?—CHAS. A.G., 25/1/81.

Traffic Manager, B.C., 29/1/81. Goods Superintendent to say.—W. V. READ (*per* D.K.), 31/1/81. Mr. Simpson, Homebush.—W.T.C. (*pro* Inspector Evans), 1/2/81.

The concessions have been allowed to Messrs. Pitt, Son, & Badgery; Messrs. Wilkinson, Graves, Minchin, & Lavender; Messrs. Sullivan & Simpson; Messrs. Harrison, Jones, & Devlin. A joint transaction with above and Elliott and York, also a refund paid to York & Walsh of £127 11s. 7d.—W. SIMPSON, 4/2/81. Goods Superintendent.

Traffic Manager.—W.T.C. (*pro* Inspector Evans), 7/2/81.

The refund to York & Walsh was not in the shape of a discount. The firm had bought sheep, and before they were conveyed by rail the rates had been raised, and when this was represented to the Minister or Commissioner it was agreed to refund the difference between the new and old rates.—W. V. READ (*per* D.K.), 8/2/81. The Commissioner.

No. 14.

Messrs. Maiden, Hill, & Clark to The Commissioner for Railways.

Sir,

Sydney, 19 January, 1881.

We have the honor to remind you that our letter of the 28th December, 1880, with reference to rebate allowed to a firm of stock salesmen on account of trucks has not yet been replied to.

Will you kindly give this matter your attention as soon as possible.

We have, &c.,

MAIDEN, HILL, & CLARK.

No. 15.

The Commissioner for Railways to Messrs. Maiden, Hill, & Clark.

Gentlemen,

Department of Public Works, Railway Branch, Sydney, 16 February, 1881.

In reference to your letters of 28th December last and the 19th ultimo, on the subject of the concession alleged to have been made to one firm in this city in connection with the carriage of sheep by Railway, I have the honor to inform you that you have misunderstood the character and intention of the rebate allowed, and have fallen into error in supposing that its application was limited to one firm only.

I may here say, in explanation of the apparent delay that has occurred in replying to your letter, that it was considered undesirable to anticipate, by a correspondence with you, the discussion which you intimated was to take place in Parliament on the subject.

The rebate allowance, as you are now aware, was limited to sheep coming from stations in Riverina the owners of which had not previously sent sheep into this market; at all events this was the representation made, and it was pointed out that our rates for the carriage of these sheep, coming as they did into competition with the lower charges made on the Victorian Railways (the charges in Victoria having then recently been reduced for the special purpose of retaining this traffic) offered no inducement to the owners to send their sheep to Sydney instead of to Melbourne.

The question of rebate was not hastily decided; the Secretary for Public Works was consulted on the subject by Mr. Colin Simpson, M.P., who was well aware of the nature and scope of, and who strongly advocated the concession sought for. It was at length made on the following terms, and these were insisted upon because it was considered undesirable, in view of the low rates that were being charged for the carriage of sheep on our lines, to reduce them unless a corresponding reduction could be effected in the working expenses of the traffic.

The conditions were that a full train load, consisting of twenty trucks of sheep, should be sent by each consignment, and that (to allow of other consignments of sheep on which no rebate for carriage was made having priority of transit) at least ten days previous notice of trucks being required should be given, and that the sheep should be kept waiting longer, if there was a demand for trucks elsewhere, the trucks not to be specially sent, but to be worked down by the ordinary trains at our convenience.

As regards the department, these conditions compensate for the reduction made, and the interests of sheep-owners, other than those benefiting in the concession, seemed to be sufficiently protected.

I may here state that a large quantity of sheep was brought to Sydney on these terms which would not otherwise have come, and it is stated by competent authorities that this new trade between Sydney and those places in Riverina which had no previous mercantile relations, fostered and encouraged trade generally in that direction; at all events other trade followed and seemed to be diverted from Melbourne to Sydney.

As regards the statement that there was a secret arrangement made for the exclusive benefit of one firm, I have only to say there is no foundation for the charge; it is disproved by the fact that at least three or four firms have benefited in it, and the further fact that it was open to all who would comply with the conditions. That every reasonable publicity was given to the arrangement, short of advertising it—which obviously, looking to the competition which had to be contended with, would not have been a judicious course—is shown by the action taken, an officer of the department having, by my directions, been detached for the special purpose of communicating the concession to all concerned by personally visiting every squatter on the route between Junee and Hay. This was done within one month after

after the concession was made, viz., in February, 1880. It seems incredible that the arrangement, so well known amongst those who could consign the sheep to Sydney, should be unknown to some of the stock agents. To those accustomed to do business with the stock-owners of the district affected, the concession of course would be made known by the stock-owners themselves, and by my directions those interested were made aware, by circular from the Traffic Manager's Office, dated in October last, that the concession would cease to have effect after the termination of the year 1880.

I may add that I wished to put an end to it before that time, under the impression that the anticipated opening of the railway to Narrandera rendered its continuance unnecessary, but upon the representations of Mr. Colin Simpson, M.P., and others, who considered, in view of the beneficial results which had followed its introduction, that its withdrawal at that time would be premature, it was decided, with the concurrence of the Secretary for Public Works, to continue its operation till the date I have named.

I have written to you at length, for which, however, no apology is needed, as a good deal of misconception and misrepresentation have taken place in regard to the action of the department in this matter, and it is only just, both to the department and yourselves (as it would seem you have shared both in the misconception and the misrepresentation) that the facts should be made known to you.

I have, &c.,

CHAS. A. GOODCHAP,
Commissioner for Railways.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CARRIAGE OF PRODUCE AND STOCK BY RAILWAYS.

(CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 17 August, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 8th March, 1881, That there be laid upon the Table of this House,—

“(1.) Copies of all letters or correspondence between Hall, Prince, & Co., Messrs. Bedwell, Inglis, Ellis, and Wells, Smith, & Co., or any other agent selling hay, corn, potatoes, poultry, pigs, sheep, lambs, &c., coming by rail to Darling Harbour, or any other station of the Great Southern or Western Railways, to the Secretary for Public Works, Commissioner for Railways, or other Railway official, during the years 1878, 1879, and 1880, in reference to short delivery of produce or stock sent by rail.

“(2.) Copies of any correspondence charging any Railway official by above parties with giving Wells, Smith, & Co., or other agents, undue preference in getting trucks or having trucks of produce consigned to them so placed, and stating they always, or nearly always, get first or early sales of their produce before consignments to other agents, by this means giving them the chance of getting better prices for produce consigned to them than other agents obtain in consequence of their getting first sales.”

(*Mr. McElhone.*)

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CARRIAGE OF PRODUCE AND STOCK BY RAILWAYS.

No. 1.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, 26 September, 1878.

We have the honor to bring to your notice the great injustice we now labour under in reference to existing arrangements for the removal of produce consigned for sale at Darling Harbour, and would respectfully suggest the following alterations:—

That the consignees are to be notified in writing of the arrival of the trucks containing produce consigned to them, so that they are enabled to make such arrangements for its removal as to prevent the present indiscriminate charges for demurrage, which as a rule are neither made with justice or reason; nor have we any redress, for should any salesman unfortunately come under the displeasure of the Station Master, or his subordinates, he has to suffer all sorts of inconvenience from the tyranny exercised by the person in charge, and unless the demurrage is paid (whether the same is right or wrong) the produce is prevented from leaving the railway enclosure. We are therefore of an opinion that we should know the exact time of arrival, and the conditions under which we have to conduct our business.

We would also respectfully suggest that all produce not arriving up to 11 a.m. on the day of sale should not be held as arrived on that day, unless the sale happened to be proceeding on its arrival, in which case it would have to be sold.

We have, &c.,

HALL, PRINCE, & CO.

Traffic Manager to report fully on this representation.—CHAS. A. G., 27/9/78.

Mr. Drew for report. I presume notice is always given to consignees before demurrage is enforced.—THOS. CARLISLE, 9/10/78. Station-master, Darling Harbour.

The consignees are notified of the arrival of trucks by the manifest posted outside the office at 9 o'clock every morning. The greater number of the trucks, nearly all in fact, arrive long before 9 o'clock, but are only counted as having arrived at that time. Hall, Prince, & Co.'s clerk, and the clerks or men of other firms, then take notice of arrival from the manifest. *Should any trucks arrive after 11 a.m. on Sale days they are not, nor ever have been, held as arrived on that day, unless the sale is proceeding at time of arrival.* Hall, Prince, & Co. are perfectly well aware of this arrangement. As to the statement that salesmen, if they incur the displeasure of Station-master or officer in charge, have to suffer inconvenience, &c., I give this an emphatic denial, as all the auctioneers are treated with justice and impartiality. Other auctioneers who are charged the same as Hall, Prince, & Co., and pay five times as much as this firm, do not complain.—J. J. DREW, 14/10/78.

Mr. Prince called on me and made a similar complaint, when I accompanied him to Darling Harbour and made inquiry into the matter in his presence. After the investigation he left, apparently satisfied that there was not the slightest foundation for supposing that his firm was either unjustly or differently treated from any other consignee, or that any demurrage had been charged without previously having given notice to consignees of the arrival of the goods.

What we protest against is the recognition of sale days; demurrage should be charged after notice of arrival has been given in the usual way, which in the case of wood, hay, and produce for sale by auctioneers at Darling Harbour, is regularly posted up for information of consignees.—THOS. CARLISLE, 16/10/78. Commissioner.

Inform in accordance with terms of Station-master's minute.—D. V., 28/10/78.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Gentlemen,

Sydney, 1 November, 1878.

In reply to your letter of the 26th September last, bringing under my notice the great injustice you state you now labour under with reference to the existing arrangements for the removal of produce consigned for sale at Darling Harbour, and suggesting that consignees should be notified in writing of the arrival of the trucks containing produce consigned to them, so that they may be enabled to make such arrangements as will prevent demurrage charges being made, and also that all produce not arriving up to 11 a.m. on day of sale should not be held as having arrived on that day, I have the honor to inform you that inquiry has been made, and I forward you herewith copy of a report received from the Station-master in the matter.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Sydney, 16 November, 1878.

In reply to yours of 1st instant, No. 78-10,324, we have the honor to inform you that the statement therein contained from Station-master Drew is untrue in all its particulars, of which we are prepared to prove in his presence.

Firstly, a large number of trucks arrive long after the manifest is exhibited at the door of the weighing office.

Secondly, we were charged demurrage for a truck arriving between 10.30 and 11 a.m. The charge in the first instance was made out as 15s., and on remonstrating to the Station-master that the 48 hours had not elapsed at the time of sale—in fact the time had not expired when we remonstrated—the Station-master then took off the 10s. for the charge of the use of the tarpaulin which had never been used, and, according to his own acknowledgment, the demurrage was not of half-an-hour's existence.

Thirdly.

am satisfied that there was no intention to annoy or be impertinent to Mr. Prince, and that this report originates in a great measure from an over excited imagination.—T. CARLISLE.

Thirdly, That we have been subject to annoyances and impertinence from the Station-master is true; and we can refer you to Mr. Carlisle, the Traffic Manager, for a corroboration of our statement, who severely reprimanded the clerk in the Freight Office for having taken upon himself the unwarrantable liberty of sending us a grossly impertinent message, acting under the instructions of the Station-master, which message would not have been sent if there had not been a great animus against us on the part of this official (Mr. Drew).

We consider that with others we are entitled to every courtesy and attention from the Station-master and his subordinates, and not to be subjected to this espionage, because we have had occasion to communicate with the Department when irregularities have occurred.—We have, &c.,

HALL, PRINCE, & CO.

Traffic Manager, 21/11/78.—D. V. Mr. Drew for further particulars.—THOS. CARLISLE, 26/11/78. I am again compelled to contradict Hall, Prince, & Co.'s statements as contained in attached communication.

At times there are trucks arriving after the manifest is posted, as the invoices arrive here before the trucks. Should any of the invoices arrive whilst sale is proceeding, the auctioneers are advised by delivery porter at once. All trucks arriving before 9-30 a.m., are treated as arriving at that time.

The truck referred to by Hall, Prince, & Co., on which a demurrage charge of 15s., afterwards reduced to 5s., was made, arrived at 9-30 on the morning of 23rd September. On this day there were very few trucks for sale, and Mr. Prince left the station some time before the sales were concluded.

On the following Wednesday (25th September) at 10 o'clock the charge was made. At a little after 11 o'clock Mr. Prince spoke to me on the subject, and informed me that at the time he left (11-20, he stated) the truck had not arrived; I then said if such was the case the demurrage charge was made too early, but on making further inquiry, in the presence of Mr. Prince, I ascertained that the truck had arrived at 9-30 a.m.

As the hay was to be removed I took off the charge for two tarpaulins, as it appeared to be the fault of Elliott, the carter, who was aware of the arrival of truck, but did not inform Hall, Prince, & Co. Elliott afterwards informed me he knew the truck arrived before the sales were finished, but that Mr. Prince had gone away just before. While in conversation with Mr. Prince he gave me to understand that some of the employes were trying to injure him in his business.

Hall, Prince, & Co.'s statement as to my subjecting them to annoyance and impertinence is simply and absolutely untrue. The absurdity of the charge is shown by their saying that the clerk in Freight Office was severely reprimanded for taking upon himself the unwarrantable liberty of sending a grossly impertinent message, and in the same paragraph the clerk is said to have acted under my instructions. I was not aware until some days afterwards that a message of any kind was sent to Hall, Prince, & Co., and as a proof of this append Mr. Coogan's statement.

Why Hall, Prince, & Co. make these charges I cannot imagine, for I have always done my best to give their firm as well as every other customer of the Department satisfaction, and treat all with the courtesy and attention which I know you expect all employes to give.—J. J. DREW, 30/11/78. Traffic Manager.

In reference to Messrs. Hall, Prince, & Co.'s letter to the Traffic Manager, in which they state "the clerk in the Freight Office was severely reprimanded by Mr. Carlisle for sending them a grossly impertinent message," I beg leave to explain the case in full.

About the time of the occurrence alluded to, a great many small amounts had been outstanding for freight for some time, and I considered, in the interests of the Department, that these amounts should be collected before the expiration of the month. I therefore sent accounts to all persons indebted to the Commissioner, with a polite request that they should be settled as soon as possible, and also that all freight should be paid on the delivery of the goods.

I had no intention whatever of offending the firm of Messrs. Hall, Prince, & Co., but as these gentlemen had no authorized account, I treated them in the same manner as other persons.

With regard to my being severely reprimanded for endeavouring to prevent outstanding amounts, you must be aware that the Traffic Manager would not severely reprimand any officer for doing his duty.—FRANCIS B. COOGAN, Darling Harbour, 29 November, 1878. Commissioner.

A perusal of Mr. Drew's report will explain this matter as regards the reduction of the demurrage on a truck.

As regards the message sent by Mr. Coogan to Hall, Prince, & Co. and other consignees about payment of freight, there was nothing offensive in it. Messrs. Hall, Prince, & Co., out of a large number of consignees, alone took exception to it.

As to reprimanding Mr. Coogan, or any other officer, before strangers is absurd; but I did say to Mr. Coogan that if he found occasion to speak to any consignee about the non-payment of trainage, personal application should be made; any such message sent through a messenger was liable to be misconstrued and misrepresented.—THOS. CARLISLE, 2/12/78. Commissioner.

Inform that I have instituted further inquiries, and am satisfied that there was no disposition on the part of Mr. Drew, or any other railway servant, to be unjust or offensive to this firm.—CHAS. A. G., 17/12/78.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Department of Public Works, Railway Branch,

Sydney, 27 December, 1878.

Gentlemen,

In reply to your letter of the 16th ultimo, with further reference to the injustice you state you are subjected to by reason of the existing arrangements at Darling Harbour for the removal of produce consigned to that station, and in which you state that the statement contained in Mr. Drew's report, forwarded in my letter of the 1st ultimo, is untrue in all its particulars, I have the honor to inform you that I have caused further inquiries to be instituted in the matter, and am satisfied that there was no disposition on the part of Mr. Drew, or any other railway servant, to be unjust or offensive to you.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

No. 2.

Messrs. Hall, Prince, & Co. to The Traffic Manager.

Sir,

Market Wharf, 20 November, 1878.

We have the honor to inform you that on the 13th instant 40 bags of potatoes were consigned by Mr. Pratt, of Goulburn, to us, and only 39 bags arrived, which we duly notified to the clerk at the weigh-bridge at Darling Harbour; we also found the weight considerably short of that received.

We beg respectfully to enclose our account for the short bag and weight.

Trusting the same will have your early attention,—

We have, &c.,

HALL, PRINCE, & CO.

Mr. Evans for immediate report.—T. CARLISLE, 25/11/78. Goods Superintendent.

Please let me know where the potatoes came from, and give reference to sending station's invoice. On what date and by what train did the potatoes arrive, and when was it first discovered that a bag was short? When were they taken delivery of? Who weighed them, and what was the weight?—G. T. EVANS, 26/11/78. Mr. Drew, Darling Harbour.

Please see reply on telegram where Goulburn says there should be 39 bags only. Weight invoiced 55 cwt.; weight over our bridge, 52 cwt. 3 qrs.—J. DREW, 29/11/78.

Please attach consignment note and explain why 40 bags potatoes were invoiced if only 39 were forwarded.—(For Superintendent) D. K., 30/11/78. Mr. Ewen, Goulburn.

Receiving porter Carroll's explanation herewith,* also consigning note. It appears 40 bags were duly forwarded and sender's weight taken.—R. RUPERT EWEN, 7/12/78. Goods Superintendent.

When was the consignment of potatoes received at Goulburn and when forwarded? By whom were they loaded? Was there anything else in the truck; if so, what?—(For Superintendent) DAVID KIRKCALDIE, 9/12/78. Mr. Ewen, Goulburn.

This consignment was received at Goulburn and loaded on the 15th November, and forwarded same afternoon. They were loaded up by Mr. Pratt's man. There were no other goods on the same truck. The delay of paper was caused by the receiving porter having to see Mr. Pratt in reference to the matter, and not furnishing his explanation before the 7th instant.—R. RUPERT EWEN, 12/12/78. Goods Superintendent.

Why did the receiving porter require to see Mr. Pratt, and what information did he want from that gentleman? If Mr. Pratt's man loaded the potatoes in the truck was he assisted by any of the Goulburn staff? Did Carroll count the bags as they were being loaded or after they were in the truck? By what train did the truck leave Goulburn? Reply by first train. Why was not a special class consignment note used? This should always be done for special class traffic.—(For Superintendent) DAVID KIRKCALDIE, 13/12/78. Mr. Ewen, Goulburn.

Receiving porter, after such a lapse of time, was not certain if he had written "more or less" on Mr. Pratt's receipt, and omitted it from consignment note, and wished to make sure. Porter Carroll states Pratt's two men loaded the potatoes by themselves, and that he did not count the number of bags. The truck left Goulburn by up-goods train same evening. It was an oversight of receiving porter's that a special class consigning note was not used on this occasion.—R. RUPERT EWEN, 16/12/78. Goods Superintendent.

There should not have been the slightest necessity for Carroll to call upon Mr. Pratt afterwards to see the receipt if he had done his duty at the time the potatoes were loaded, because in a consignment like this the remark "more or less," would have been unwarrantable, and it is not at all likely that sender would have accepted it.

From the fact that Carroll granted a receipt without counting the bags I think there are the strongest grounds for believing that only 39 left Goulburn, but of course the value of the missing bag will have to be paid, and I recommend that a voucher be passed for the amount claimed (10s. 2d.) and that Carroll be fined a day's pay for his carelessness.—G. T. EVANS, 17/12/78. Traffic Manager.

Approved, voucher attached.—THOS. CARLISLE, 18/12/78.

* [MEMORANDUM.]

M. Carroll to Station-master.

Sir,

With reference to a truck which left this station for Darling Harbour loaded with potatoes from Pratt to Hall, Prince, & Co., 40 bags was the correct number. I was asked by the clerk about them and I understood him to say 40, instead of 39, which I said was correct.

Yours, &c.,

M. CARROLL,

Goulburn, 7/12/78.

No. 3.

Minute by Traffic Manager to Commissioner.

Differences in Weights as Returned by Sending and Receiving Station.

I have the honor to submit the attached correspondence with reference to the discrepancy between Goulburn and Sydney weights, and to suggest that all produce weighed at country stations should not be re-weighed at Sydney or Darling Harbour.

THOS. CARLISLE, 17/10/79.

If produce can be weighed at sending stations every care must be taken to have it *correctly done*. If we weigh *again* it must be considered as being an extra work undertaken for the convenience of the agent or consignee.

Should

Should any serious discrepancy be found by the consignee to be shown between the weighings he can draw attention to it, and it can form a matter of investigation ; but if the agent is going to make the second weighing a ground for disputing and delaying to pay his freight account, it had better in such a case not be done, and any such agent might be given to understand as much.—D. V. *pro* Commissioner, 2/1/80. Traffic Manager, B.C.

Goods Superintendent to note.—THOS. CARLISLE, 2/1/80. Mr. Paull, Darling Harbour, to note. Do discrepancies between the sending and receiving stations' weights frequently occur, and are they glaring?—G. T. EVANS, 6/1/80.

Very considerable discrepancies occur in weights. We are often shown a mere difference of 1 qr. in consignments of produce weighing a ton and upwards, and are compelled to make refunds of trifling sums of 2d. only in some instances.

This cannot be avoided unless I am instructed what difference in weighing a consignment shall constitute the minimum at which an under or over-charge shall be made in such cases.—T. W. CULLEN, 9/1/80. Superintendent.

So long as we weigh at Darling Harbour, and so long as the consignees are so exacting, I am afraid there is no getting away from these petty overcharges, because, having agreed to weigh there, we cannot insist upon getting paid for a greater weight than we carry.

It matters not how correctly a sending station may weigh there will invariably be slight discrepancies, were it nothing but the dampness on leaving sending station, which wears off in transit.

It would be a great relief if we did not require to weigh potatoes at Darling Harbour, but while we do I fear things will have to remain as they are.

The new rates (per truck) for hay and straw will relieve us from any discrepancies in the charges as far as that traffic is concerned.—(For Goods Superintendent) DAVID KIRKCALDIE, 10/1/80. Traffic Manager.

Commissioner.—THOS. CARLISLE, 13/1/80. Seen.—CHAS. A. G.

No. 4.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, 16 January, 1880.

We have the honor to call your attention to the great inconvenience we labour under in the disposal of our produce consigned to us at Darling Harbour through the delay in the arrival of the rail invoices, whereby we are prevented from knowing if the produce is for us or not.

It seems to us something most extraordinary that trucks of *hay, straw, chaff,* and other produce should be at Darling Harbour several hours after the sale has commenced (9 a.m.) and *not one of the officials*, from the Station-master down to the porter, knows to whom the produce is consigned.

According to the new rules and regulations consignees of produce (who sell it at Darling Harbour) have little or no time allowed them for the removal of their consignments, and through the maladministration on the part of some are unable to ascertain its ownership.

The sale to-day commenced as usual (9 a.m.), and there were several trucks in from Kelso, Mulgrave, and Windsor, and not one of the employés could discover to whom some of them were consigned ; at 10-15 the Station-master discovers to whom they belong. The consequence is that we lose the chance of selling our consignments, and more than likely a good market. In addition to this the trucks will now be shunted into a *back* position for the next sale, thereby depriving us of a fair chance of public competition.

We feel quite sure that this chaotic mismanagement is entirely unknown to you, and at the same time are confident that the public have just cause for complaint.

This is not an isolated case of non-arrival of invoices as it is of continual occurrence, and we trust you will give the matter your earliest attention.

Yours, &c.,

HALL, PRINCE, & CO.

P.S.—We would also call your attention to the fact of our not being able to obtain our freight accounts for several days, often four, five, and six days after the produce is sold ; whereby, according to the rules of the Department, if we had not a bond we could not remove produce unless paid for ; and we are only allowed 12 hours for removal, so if we waited for the accounts it would often be a week.—H., P., & Co.

Traffic Manager for report. B.C., 17/1/80.—CHAS. A. G. Goods Superintendent, for inquiry and report.—T. CARLISLE, *per* S. Smith, 20/1/80.

Let me know how often it has happened that Hall, Prince, & Co. have missed a sale in consequence of the non-arrival of invoices, and let me have particulars of such cases. What causes the delay in rendering trainage accounts.—G. T. EVANS, 21/1/80. Mr. Paull, Darling Harbour.

Messrs. Hall, Prince, & Co. have only complained to me *on one occasion* about missing the sale of a truck through the non-arrival of the invoices, and that was the one they referred to on the 16th instant from Mulgrave, and on that occasion as soon as our auctioneers' porter reported it to me I went and made inquiries about it, and found that it was ticketed Mulgrave to Darling Harbour, but no consignee's name on it, or I would have given orders for it to be sold by the name on the ticket ; but after the auctioneers who were selling had passed by this truck in question, about six trucks length, the invoice was found in the weighbridge, and as soon as we knew that the truck was for Hall, Prince, & Co. I told him, and he would *not go back that short distance and sell it, but stated he would bring the matter before the House* ; so that this truck could have been sold had Mr. Prince wished to sell it ; however, he sold it at the next market, and it was not placed in any back position but in the centre of the other trucks ready for sale. This would not have happened had Mulgrave ticketed the truck with a proper ticket, or had our weigh clerk not forgotten to take the invoices up to the office as soon as they arrived. I have made inquiries from the hay weigh clerk and the porter who takes the auctioneers round during the time of the sale, and they state that they can only recollect on two or three occasions that it ever happened, since they have been here, that Hall, Prince, & Co. had to pass their trucks for the want of invoices ; but they cannot give dates as it is so far back, and those cases were not reported to me. When invoices do not arrive with the trucks through the trains being late we sell by the tickets.

With

With regard to the freight account tickets I gave distinct orders to Mr. Phillips, our clerk, to fill in the weights of *all* Messrs. Hall, Prince, & Co.'s trucks as soon as they are weighed, and to send them down daily by the messenger, and he states that he has done so, and states positively that he never allows them to be on hand anything like the time stated in Messrs. Hall, Prince, & Co.'s letter. I have given orders to the auctioneers' porter that in all future cases when any truck arrives not properly ticketed and invoiced that he must report the matter to me at once which will be sent on to you.—CHARLES PAULL, 24/1/80. Superintendent Evans.

The papers with reference to the Mulgrave truck are attached.* The consignees' names were not on the truck labels; but it seems Mr. Prince (of Hall, Prince, & Co.) was told immediately after he had passed it that it belonged to his firm. He had therefore a good enough opportunity of selling the hay in the ordinary course, but he refused to turn back to do it. This is the only case of detention we know of. * See Enclosures below.

With reference to the delay of sending in accounts it will be seen that this is denied by the Darling Harbour staff. After this month all hay and straw will be charged so much per truck, so that there will be no difficulty in submitting accounts to the auctioneers the moment the trucks arrive.—G. T. EVANS, 27/1/80. Traffic Manager.

The Commissioner.—W. V. R., 29/1/80.

Inform that inquiry has been made, and I find that though there was some trifling delay, as shown in Mr. Paull's report (copy enclosed), it was not of a character to justify the sweeping statements of mismanagement which Hall, Prince, & Co. have indulged in; a few trifling errors are inseparable from the conduct of a very large business dependent, as in the case of the Railway Department, upon the services of many men, some of whom will occasionally, in their haste or for want of memory, make a mistake; and though mistakes are to be regretted, and if found to be increasing must be corrected with severity and reduced to a minimum, their occurrence now and then does not necessarily imply incapacity on the part of the staff, nor justify charges of gross mismanagement.

Add, that I have every reason to believe that the staff of employes at Darling Harbour is composed of trustworthy, zealous, and efficient men, and that this opinion has not been weakened by the statements made by Hall, Prince, & Co. in this case.—CHAS. A. G., 4/2/80.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Gentlemen,

Department of Public Works, Railway Branch, 6 February, 1880.

In reply to your letter of the 16th ultimo, complaining of the inconvenience you are subjected to in the disposal of produce consigned to you at Darling Harbour through delay in the arrival of the rail invoices, and stating that in consequence of gross mismanagement on the part of the Railway servants and their inability to give any information as to whom the produce is consigned you lose the chance of selling your consignments, and more than probably a good market, I have the honor to inform you that inquiry has been made and I find that although there was some trifling delay, as shown on Mr. Paull's report (copy enclosed), it was not of a character to justify the sweeping statements of mismanagement which you have indulged in.

A few trifling errors are inseparable from the conduct of a very large business dependent, as in the Railway Department, upon the services of many men, some of whom will occasionally in their haste or from want of memory, make a mistake; and though mistakes are to be regretted, and if found to be increasing, must be corrected with severity and reduced to a minimum, their occurrence now and then does not necessarily imply incapacity on the part of the staff, nor justify charges of gross mismanagement.

I may add that I have every reason to believe that the staff of employees at Darling Harbour is composed of trustworthy, zealous, efficient men, and that this opinion has not been weakened by the statements made by you in this case.

I have, &c.,

CHAS. A. GOODCHAP,
Commissioner for Railways.

* [Enclosures.]

Memorandum to Superintendent.

Sir,

Darling Harbour, 16 January, 1880.

D 1,271, loaded with hay, arrived from Mulgrave this morning with the attached destination card on, neither consignee's nor consignor's name on, and the invoice having been left by guard Hall at the weighbridge office here, which was not taken to our office until 10.15 a.m.—an omission on the part of the weigh-clerk. This truck turned out to be for Hall, Prince, & Co., and he would not sell it until next market because by the time he got notice that it was for him the buyers had got about six trucks past it, and he would not go back to sell it. I spoke to the weigh-clerk about not taking or sending the invoices up as soon as they were left there by the guard, but it being market morning, he being so busy, weighing, &c., he forgot them. Mr. Prince was very much put out about it, and said he would bring the matter before the House on Monday night.

The sale had only passed down about six trucks' length when he was informed of the truck being for him, but he would not go back and sell it, so that he had not much to complain of.

CHAS. PAULL, 16/1/80.

P.S.—Had Mulgrave properly ticketed the truck it would not have happened.

Attach consignment note and say why sender's and consignees names were not put on the truck ticket. Reply by first train.—(For Goods Superintendent) DAVID KIRKCALDIE, 17/1/80. Mr. Burge, Mulgrave.

Herewith consignment note and attached card; has been an error on porter's part, which no doubt was an oversight, as I have frequently told him to be particular about carding the trucks.—C. BURGE, 19/1/80.

What explanation has the porter to give of his neglect?—G. T. EVANS, 19/1/80. Mr. Burge, Riverstone.

Porter says that he having cards for wood trucks mixed with hay cards, he must have put wood card on hay truck in error.—CYRUS BURGE, 20/1/80.

As neglect of this kind causes great inconvenience both to the auctioneers and the Department, and such an excuse as is given by the porter will not be accepted again, inform him accordingly, and caution him to be more careful in future.—G. T. EVANS, 23/1/80. Mr. Burge.

Porter informed.—CYRUS BURGE, 23/1/80.

Messrs.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, 11 February, 1880.

We are in receipt of your communication of the 6th instant, and have the honor to inform you that we are much surprised at its contents, as it is tantamount to a disbelief in our veracity and the correctness of our statements.

As the administrative of the Railway Department we have the honor to inform you that our complaints can be corroborated with documents *from the Department complained of*, and are not, as you mildly put it, "occasional errors made in haste or from want of memory," but, as we stated, are *continuous*.

With regard to the concluding paragraph of your letter, we consider the same entirely out of place, nor warranted under the circumstances; and we have the honor to inform you that the public are justly entitled to have their freight accounts not only *promptly* but *correctly* rendered to them in the first instance, and not as in our case (and which has occurred continuously for many months), back accounts sent in of omission of *over* and *under* charges, although your ideas of such may be at variance with ours.

As you have distinctly charged us with bringing frivolous charges against your clerical staff at Darling Harbour, we shall publish the correspondence and documents referred to, and the public will then judge whether such is the case.

We have, &c.,

HALL, PRINCE, & CO.

Seen.—CHAS. A. G., 16/2/80.

No. 5.

Messrs. Hall, Prince, & Co. to The Secretary for Railways.

Sir,

Sydney, 5 February, 1880.

We beg to call your attention to our memo. of the 3rd instant,* for which we are anxiously waiting your reply, as we are unable to render our freight accounts until we do.

Would you please inform us whether instructions have been given the clerical staff at Darling Harbour to discontinue putting on the freight accounts the number of bales of either *hay* or *straw*, as since the 1st instant this usual practice has been discontinued, thereby preventing us ascertaining the number of bales received by the department at the loading station, and as often it occurs that bales fall off in transit and come to hand afterwards.

We fail to see by omitting to put the right number of bales in the freight list how we are ever to know that we are receiving the proper quantity. Your early attention to this will oblige.

Yours, &c.,

HALL, PRINCE, & CO.

Will Traffic Manager please say if there is anything in this and return papers to-day, as this firm is a most troublesome one.—D.V., 6/2/80. Mr. Paull for report.—W.V.R., 6/2/80.

With reference to Messrs. Hall, Prince, & Co.'s complaint about the number of bales of hay and straw not being mentioned on the freight notes, I beg to state that Mr. Phillips, our clerk, who makes out these tickets, states positively that in all cases he has made out all the freight-notes as per our invoices; and I have examined the invoices since the 1st instant and find that Newbridge has entered for Hall, Prince, & Co. 1 truck of hay, and Kelso 3 trucks of straw, not giving the number of bales. I will wire them at once to do so in all future cases, although I do not see that when we carry hay and straw so much per truck that we should do so. It seems a very strange thing that I should see Mr. Prince and his clerk nearly daily since the 1st instant and that they never mentioned this matter to me or any of our staff. Mr. Lee, Hall & Co.'s chief clerk, has been in our office twice since the 1st of the month as well, and never mentioned the matter. CHAS. PAULL, Darling Harbour Station, 6/2/80.

It appears to me that the writer of enclosed letter has gone out of his way to find fault with our arrangements at Darling Harbour, as the hay is carried at per truck. I do not see that we are obliged to invoice numbers, still if it is a convenience to the auctioneers, they will be given in future, and only two stations now it appears did not give them, and if attention to this had been drawn the Station-master would have rectified matters at once and have thus saved this correspondence.—W.V.R., 6/2/80. Commissioner. Reply sent to-day, 6/2/80.

No. 6.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Sydney, 22 January, 1880.

The Minister for Works having promised that the trucks of hay and straw can be loaded to come across the mountains on the same plan as adopted in loading between Sydney and Penrith and Picton, and as there is some doubt whether this could be done we are desirous of sending a truck of hay as originally loaded at either of these places up to Bathurst to test whether the bridges and tunnels will permit of this bulk. We have, therefore, to request you will grant us a permit for a truck of hay to go and return from Bathurst *free*, as if this can be accomplished it will at once set at rest the difficulty as to putting on the weight. An early answer will oblige.

Yours, &c.,

HALL, PRINCE, & CO.

Traffic Manager for report early. B.C., 27/1/80.—CHAS. A. G.

Has hay been received in Sydney from any of the stations between Richmond and Sydney, Penrith and Sydney and Picton, loaded in such a manner that it would not be sent over the mountains.—W.V.R., 30/1/80.

No; and I consider that the hay which is sent to Sydney from stations between Picton and Penrith would be far more safe to bring down the mountains than the baled hay.—CHAS. PAULL, 30/1/80. Traffic Manager.

I would certainly ask the Commissioner not to agree with Hall, Prince, and Co.'s request; if they consign the truck we shall no doubt be able to convey it, but freight should be paid on it.—W.V.R., 30/1/80. Commissioner. Inform

* Replied to to-day, D.V., 6/2/80.

Inform that we shall be glad to take the trucks on the usual terms, but as we are ourselves quite sure that we can take hay over the mountains loaded as described and are prepared to do so, we do not think it desirable in the public interests to run a truck free of charge to satisfy the doubts of anyone; there would be practically no end to such expensive tests if we were to make use of the railways in the way proposed to satisfy those who wish to try their "prentice hand" at railway management.—CHAS. A. G., 3/2/80.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Gentlemen,

Department of Public Works, Railway Branch, 7 February, 1880.

In reply to your letter of the 22nd ultimo, requesting to be allowed to send a truck of hay free of charge to and from Bathurst loaded on the same plan as adopted in loading between Sydney and Penrith and Picton, in order that it may be ascertained whether the bridges and tunnels on the Western line will permit of the bulk passing, I have the honor to inform you that the Department will be glad to take the truck on the usual terms of carriage.

There are hay gauges which show the height and width to which trucks of hay can be loaded, and it is quite unnecessary to make the experiment suggested by you. It certainly cannot be made at the expense of the Department.

I have, &c.,

CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 7.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, 20 February, 1880.

We have the honor to bring to your notice that a truck of chaff consigned to us from Perth has been charged to us as weighing 3 tons, whereas it only weighs 2 tons 9 cwt. 3 qrs. The reason of this is that the Department say that it is *unpressed*.

We have the honor to call your attention that on the 7th we also had a truck of chaff weighing 2 tons 8 cwt. 1 qr., and charged as such. We should therefore feel obliged by your informing us why we are called upon to pay for the *three tons* in the one instance and not in the other.

This chaff and truck in particular is done up in accordance with departmental regulations—*pressed* and *branded*—and we are in a position to prove our statement; and all bales of chaff consigned to us are *pressed*, otherwise the weight (averaging over 3 cwt. each) could not be put into the bales.

This matter was pointed out to Mr. Paull, the station-master at the time the account was rendered to us, and that gentleman promised to see the Traffic Manager on the subject, and we are informed this morning that Mr. Read decides the chaff is *unpressed*, although that gentleman never saw the truck in question.

We have the honor to inform you that this decision is wrong, as the chaff is *pressed*, and it is manifestly an injustice to us that all these obstacles to the carrying on of our business at Darling Harbour should be thrown in our way.

If the Department decide not to carry chaff under *three tons*, why not give publicity to same, as we feel assured our constituents will only be too happy to comply with the regulations. But we look upon this, as we have upon many other things that have transpired of late, nothing more than a system of espionage we are, and have been, subject to, simply because on several occasions we have had to complain of gross irregularities.

Yours, &c.,

HALL, PRINCE, & CO.

Traffic Manager for report.—CH. A. G., 24/2/80.

Goods Supt. for full report.—W. V. READ, 26/2/80.

The Commissioner decided recently that chaff (not pressed and branded) was to be charged as 3 tons at A rates for each consignment, and it would therefore be inconsistent to make a less charge per truck when it is pressed and branded.

In the case of the chaff referred to by Hall, Prince & Co., although it was pressed *after a fashion*, it was not sufficiently pressed to meet our regulations, otherwise the senders would have no difficulty in getting upwards of 3 tons in a waggon.

In order to avoid any more complaints of this kind, perhaps it would be as well to intimate through the newspapers that the minimum for chaff will in future be 3 tons per waggon (pressed or not pressed), and that for small consignments, actual weight at first-class rates will be charged, provided that each bale shall weigh not less than 2½ cwt.—G. T. EVANS, 2/3/80. Traffic Manager.

Would the Commissioner please approve of above. If a truck is expected to carry 3 tons *unpressed* chaff, it should surely carry 3 tons of pressed.—W. V. R., 3/3/80.

Approved.—CHAS. A. G., 12/3/80. Inform Hall, Prince, & Co., 12/3/80.

The Commissioner for Railways to Messrs. Hall, Prince & Co.

Gentlemen,

Public Works Department, Railway Branch, 15 March, 1880.

In reply to your letter of the 20th ultimo, complaining that a truck of chaff consigned to you, and which you aver was pressed and branded in accordance with the departmental regulations, was charged 3 tons, although it actually weighed only 2 tons 9 cwt. and 3 qrs., I have the honor to inform you that the charge made is in strict conformity with the regulations under which chaff is carried, which provide that when not pressed and branded, each truck consignment is to be charged as 3 tons, and it would therefore be inconsistent to make a less charge per truck when it is pressed and branded. In the case referred to in your letter, the chaff was not sufficiently pressed, or there would have been no difficulty in getting the regulation limit, (*viz.* 3 tons), in the truck.

As there appears, however, to be some misconception in this matter, directions will be given for the public to be informed through the Press that the minimum for chaff is 3 tons (pressed or *unpressed*), and if it be sufficiently pressed no difficulty will be experienced in loading that quantity in a truck.

I have, &c.,

CHAS. A. GOODCHAP,
Commissioner for Railways.

[Enclosures.]

Memo. from Messrs. Hall, Prince, & Co. to Mr. Paull, Darling Harbour Station.

Sydney, 12 February, 1880.

We received a freight account to-day, No. 746, for one truck of chaff, No. 1,386, from Perth, 18 bales, and charged as 3 tons, whereas it only weighs 2 tons 9 cwt. 3 qrs.

We are at a loss to understand why this should be, as the chaff is *pressed* and in *bales*, and branded according to the departmental regulations. The chaff from our Bathurst senders has always been and *is pressed*, and we would like to know how the staff at Darling Harbour are allowed to put on the *freight note unpressed*, when it was not consigned as such, nor never could be, as it is pressed.

It seems to us that the clerical staff at your station take an especial delight in giving us as much trouble and annoyance as possible. If not, why do these things occur only with us? It was the same the other day, when we were charged the new rate for what should have been the old.

We feel assured you are not cognisant of these matters, and therefore bring them officially to your notice.

Yours, &c.,

HALL, PRINCE, & CO.

Memorandum to Station-master.

Darling Harbour Station, 12 February, 1880.

Some doubt exists, with reference to consignments of chaff, as to what may constitute pressed chaff. Please state.

(Very urgent.)

T. W. CULLEN.

Mr. Paull to Mr. Superintendent Evans.

Will Mr. Superintendent Evans please say, as there is a deal of chaff consigned to this station in bales the same as wool, but it is not bound round with any hoop-iron, and it is very hard to say whether it is pressed or not. I should call it spade pressed or lever pressed.

CHAS. PAULL, 13/2/80.

Mr. Superintendent Evans to Mr. Paull.

For the present continue to charge this class of chaff in 3-ton lots. Let me have a return at once showing the truck numbers; number of bales, weight and charges of all chaff conveyed to Hall, Prince, since January 1st, 1880.

G. T. EVANS, 13/2/80.

Return herewith appended.—Chas. Paull, 14/2/80. Mr. Evans, Superintendent. Seen and approved.—W. V. R., 17/2/80. Mr. Paull to note.—G. Evans, 18/2/80. Noted.—Chas. Paull, 19/2/80. Would it not be as well to issue a circular?—G. T. Evans, 20/2/80. Traffic Manager.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, March, 1880.

In reply to yours dated 15th instant, No. 80-843, we have the honor to bring to your notice that, according to the printed regulations of the goods traffic sheet issued December 1, 1879, *chaff, pressed* and branded, is carried at *per ton*, and as this chaff and the greater portion we receive *is pressed*, we fail to see how we are to be charged as 3 tons; and even if the chaff were unpressed, there is no mention on the tariff sheet or has publicity been given to same that the minimum charge was 3 tons.

You state "In the case we refer to the chaff was not sufficiently pressed, or there would be no difficulty in getting the regulation limit." To a certain extent this is correct—not in regard to the pressing, but the number of bales placed on the truck. And as our constituents were not aware it was necessary to put not less than 3 tons on a truck, or had publicity been given the same, they would have done their utmost to have complied with the rules of the department.

Your letter concludes by stating that in future chaff, pressed or unpressed will be charged as 3 tons. We beg respectfully to request that the charges we have complained of may be adjusted according to the old practice in force, as you will clearly see that it was more the fault of the Department than our constituents the weight was not on the trucks.

Yours, &c.,

HALL, PRINCE, & CO.

This firm is withholding payment on a technical objection. The chaff was unpressed, and there being no mention in rate sheet for the carriage of unpressed chaff, it must be charged 3rd class under the head of "All other goods, *i.e.*, goods not enumerated or mentioned in sheet."—CHAS. A. G., 5/4/80.

Traffic Manager, B.C., 13/4/80.—G.B.

Goods Superintendent for attention.—W. V. READ *per* D.K., 16/4/80.

Has this firm now paid all amounts outstanding against them?—G. T. EVANS, 17/4/80. Mr. Paull, Darling Harbour.

Hall, Prince, & Co. had their account rendered to 31st March for £451 14s. 9d., and paid only £438 19s. 9d., leaving a balance of £12 15s., which I duly reported on 5/4/80 to you, giving all particulars.

We have rendered them another account on 13/4/80 for £140 13s. 1d., which Mr. Prince promised to pay as soon as it was checked, but he states he will not pay the difference on the chaff and the other amounts representing the £12 15s.

Respecting Commissioner's minute 5/4/80 to charge unpressed chaff at 3rd class rates, we have charged it all along as per General Order No. 6 of the 9th February, 1880, which reads:—"Charge for chaff unpressed.—Please note that no less charge is to be made for chaff unpressed than for 3 tons at A. rate or actual weight at first-class rate."—CHAS. PAULL, 21/4/80.

Have the Commissioner's instructions contained in his minute 5/4/80 been carried out?—G. T. EVANS, 22/4/80. Mr. Paull, Darling Harbour.

We have hitherto checked invoices in accordance with General Order No. 6 quoted above. Shall I consider this order now cancelled, and charge all unpressed chaff at 3rd class rate? The Traffic Manager decided some time since that the bales of chaff arriving here were to be considered unpressed owing to the manner in which the bales were packed. If 3rd class rates be enforced and is adopted in all cases, as I foresee, I may mention that the carriage will exceed the market value of the article.—CHAS. PAULL, 24/4/80. Mr. G. T. Evans, Superintendent.

Does the Commissioner's minute 5/4/80 constitute a general order, or has it reference to Hall, Prince, & Co.'s consignments only?—G. T. EVANS, 26/4/80. Traffic Manager. No

No one else has raised the objection to our charges that Hall, Prince, & Co. have, and are not likely to do so now. But if anyone should, the Commissioner's minute will apply to them as well as to Hall, Prince, & Co. The general order must be carried out.—W. V. READ, *per* D.K., 27/4/80. Goods Superintendent.

Let me know when H., P., & Co. pay.

Mr. Paull to note and say when the full amount of their account is paid.—G. T. EVANS, 27/4/80.

Noted. Hall, Prince, & Co. will be called upon at the first of the month for their cheque, and I will let you know the result.—CHAS. PAULL, 28/4/80. Mr. Superintendent Evans.

Put by.

No. 8.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, 27 February, 1880.

We have the honor to call your attention to the following :—A truck of pumpkins consigned to us from Penrith should have arrived at Darling Harbour this morning in time for the sale (9 a.m.), whereas from some cause yet to be explained it was left at the Redfern Station, and did not reach Darling Harbour until the close of the sale, 3 minutes to 11 a.m.

Why *our* truck should have been singled out and left behind we are at a loss to understand, but this much we feel convinced, that some undercurrent is at work to do our business every possible injury.

On account of this truck not reaching us in due course, we have lost the chance of not only selling the contents to-day, but probably a good market.

We have communicated with you direct in this matter as we gather from your previous correspondence to us that we are in the habit of making frivolous complaints respecting the administration at Darling Harbour.

We have, &c.,

HALL, PRINCE, & CO.

Traffic Manager, B.C., 2/3/80.—G.B. Goods Superintendent for report.—W. V. READ, *per* S.S., 3/3/80. Mr. Paull, Darling Harbour, for immediate report.—G. T. EVANS, 4/3/80.

C 94, containing pumpkins, arrived on the night of the 26th ultimo by No. 12 goods at 8:20 p.m. This was an "out of" perishable truck at Sydney, there being the following perishable goods in it for Sydney: 1 cs. eggs, 2 bx. butter, 2 kegs butter, 15 cases fruit, 1 cs. eggs, 6 tins honey, 1 coop poultry, and 4 cases pigeons. This being a perishable truck it was shunted out as soon as it arrived, and returned to Sydney to get their goods out, and then returned to this station in the morning at 10:50 a.m. with the pumpkins to be sold, and as soon as it arrived Mr. Prince was at once told by Foreman Bannerman and the porter whose duty it is to go round with the sales and point the trucks out; but Mr. Prince said he would not go back and sell it. The sale was not over at this time, there were about 15 trucks of hay to be sold then. However, Mr. Prince took a man down to sell them privately, and was offered 3s. per dozen, and he would not take it. It would be better for sending station not to make "out of" goods in this way when they are for auction, if it can be avoided without sending trucks away partly loaded.—CHAS. PAULL, 6/2/80. Mr. Evans, Superintendent.

Attach the consignment note for these pumpkins and say when they were received at and forwarded from Penrith.—G. T. EVANS, 8/3/80. Mr. Bell, Penrith.

Consignment note attached; these pumpkins were received at Penrith on 26th February, and despatched by No. 12 up goods same day.—J. H. SMITH, *pro* S.M., 9/3/80. Goods Superintendent.

It is a pity that steps were not taken at Darling Harbour to transfer the "out of" contents to another truck. It seems absurd that this particular truck should have been used to convey the Redfern goods back again when plenty of empty trucks were available, and could have been used for loading goods at Sydney, instead of having to be sent back to the Harbour, as was necessary with this truck of pumpkins. This is more to be regretted seeing that the consignees were Messrs. Hall, Prince, & Co., who were almost sure to find cause for complaint in the course adopted.—G. T. EVANS, 10/3/80. Memo.—Since writing the above, I have ascertained that the truck was sent from Darling Harbour during the night, when the staff had no opportunity of transferring the goods.

The truck containing Hall, Prince, & Co.'s pumpkins left Penrith on the 26th ultimo, with 1 ton 4 cwt. of traffic for Darling Harbour and about 10 cwt. of traffic for Redfern goods. The latter was made "out of" the truck, but as the train went on to Darling Harbour, the truck was taken to that station, and returned the same night to Redfern. The perishable goods were taken out, and it was returned to Darling Harbour by 10:50 a.m. on 27th, the earliest opportunity we had of despatching it. It appears from Mr. Paull's report that the pumpkins arrived and were available for the purpose of sale some time before the produce sales were concluded, and that Mr. Prince was duly made aware of the fact, but for some reason best known to himself declined taking advantage of it.

With reference to the insinuation that Messrs. Hall, Prince, & Co.'s traffic is especially singled out for unfair treatment and vexatious delay, I need scarcely say that this firm's goods are particularly looked after in order that their proneness to complain without cause may be met as far as possible and the remotest cause prevented.

I may also mention that a member of this firm has in the most uncalled-for manner threatened publicly that he will have Mr. Paull removed from Darling Harbour. Such a threat as this, combined with the many uncalled-for complaints recently made by them, needs no comment.—G. T. EVANS, 10/3/80. Traffic Manager.

There not being a truck-load of pumpkins they were loaded in a truck with goods for Sydney Station. The Sydney goods were unloaded as early as possible, and the truck sent on to Darling Harbour by the first opportunity, and were ready for delivery before the conclusion of the sale, of which fact Mr. Prince was aware in time. I am sure the fact of the pumpkins having been consigned to any particular firm had nothing to do with the delay. I don't suppose it was noticed particularly who they were for. The Commissioner's attention is drawn to the statement made by Mr. Prince with reference to Mr. Paull.—W. V. R., 12/3/80.

Write

Write a full letter to the firm, say that this forms another instance of their groundless and vexatious complaints. Case after case inquired into shows that there is no foundation for the charges they make, which owe their origin, I am afraid, to a suspicious nature and a determination to establish at any risk a foregone conclusion that they are treated with unfairness. Allude to the alleged threat against Mr. Paull, and say that while I shall always be prepared to give redress for any real cause of complaint, I shall at the same time protect the Railway officers from unjust attacks.—CH. A.G., 16/3/80.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Department of Public Works, Railway Branch,
Sydney, 17 March, 1880.

Gentlemen,

With reference to your letter of the 27th ultimo, complaining of the delay in delivery of a consignment of pumpkins forwarded from Penrith on the 26th ultimo, but which you allege did not reach Darling Harbour until the close of the sale on the 27th February, I have the honor to inform you that I have caused a full inquiry to be made into this matter for the purpose of ascertaining whether you have any just ground for complaint in this instance, or for the general charge, when you state that you are convinced that some undercurrent is at work to injure your business. In the present case I find that the truck containing the pumpkins in question was forwarded from Penrith on the 26th ultimo, and, as there was not a sufficient quantity to fill the truck, the load was made up of perishable goods for Sydney. The Sydney portion was unloaded as soon after arrival as possible, and the truck with the pumpkins afterwards sent to Darling Harbour on the *very* earliest opportunity, and I am informed that as soon as it reached its destination (which was before the sale was concluded) you were apprised of its arrival in ample time to dispose of it, but that you would not go back to sell it. The charge that this delay was due to a prejudice the Railway officials have against you is, therefore, without foundation, and this forms but another instance of your groundless and vexatious complaints. I have inquired into case after case and found there was no foundation whatever for the charges you made, which owe their origin, I am afraid, to a suspicious nature and to a determination to establish a foregone conclusion that you are treated with unfairness. I regret that you have gone so far as to threaten publicly that you would cause Mr. Paull to be removed from Darling Harbour, and may add that, while I shall always be prepared to give redress at any time for any *real* cause of complaint, I shall at the same time protect the officers of this Department from unjust attacks.

I have, &c.,

CH. A. GOODCHAP,
Commissioner for Railways.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, 20 March, 1880.

We are in receipt of yours dated 17th, No. 80-863, and are extremely sorry to find that in your investigation of our numerous complaints (and of which we have just cause) that you did not ask one of our firm to be present at such inquiry; it would then be easily seen by yourself that these complaints are neither vexatious or owing to a suspicious nature.

Mr. Vernon, the Secretary, well aware that on a previous occasion when we brought matters to his notice, that we had good cause for our action, and with a determination to stop such, very courteously met our Mr. Prince at Darling Harbour and cleared up all existing difficulties.

We are prepared to prove that our complaint of the 27th ultimo is *true*, and when the weighbridge clerk informed us that there was a truck of pumpkins for us, there were only two trucks of produce to sell, and nearly the whole of the buyers were gone. Surely we have a right to complain under such circumstances, and we maintain that these *ex parte* statements should be verified in the presence of those making them and those denying; it would then be patent to you whether we were desirous of acting unfair to the officers of the Department.

We did make the statement that we would give publicity to our correspondence in regard to the obstacles thrown in our path at Darling Harbour, and the preference shown to some firms to our disadvantage. Mr. Vernon can corroborate our statement when we say on one occasion we refused to pay a demurrage charge as we considered it an unjust one. The matter was immediately brought to your notice, and we forthwith received a very peremptory document threatening to stop delivery of our consignments unless same was immediately paid, whilst Wells & Smith had a demurrage account of £9 odd owing for months, and no notice was taken, and, from what we can learn, *is not paid yet*. We would also point out to your notice that we were called upon to furnish a bond for our freight accounts, and other firms who had been receiving consignments for years had never been asked to do it. We should like to know why *we* were singled out. We would call your attention to ours of the 8th, and ask if that is a frivolous complaint.

Whilst appreciating your desire to protect the officers of the Department, we at the same time think that the public are entitled to have their complaints thoroughly investigated, not merely denied by those complained of.

Yours, &c.,

HALL, PRINCE, & CO.

No. 9.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, 3 March, 1880.

In ours of the 27th ultimo, we drew your attention to the delay in forwarding a truck of pumpkins to Darling Harbour. We have now the honor to inform you that in consequence of that delay we were obliged to dispose of same at a very indifferent market, thereby causing a loss to the owner of 1s. 6d. per dozen.

We also find that there are one and a half dozen short of the number that was originally placed in the truck. We shall therefore feel obliged if you will inform us at your earliest convenience whether the Department is prepared to reimburse us (for the owner) for the loss sustained in the price realized and the quantity delivered.

This may appear to you a very insignificant matter, but we can assure you it is one of great moment to the owner of this produce, who is a poor man.

We

We have just received an account for demurrage. In the one instance we are charged 10s. for occupying a truck and two tarpaulins *thirty minutes* (30 min.) beyond the allotted time. This is hardly in accordance with what we were always informed the Department was desirous of doing, viz., meeting the public in a fair and equitable spirit; for, as you will perceive, through the negligence of some of the employees, we are deprived of the chance of disposal of produce at one market, and no redress when the same is sold at a loss at the following.

Was this after or before expiration of extended time?—CHAS. A. G.

Yet, the zeal of the Department is so great that a charge is made for a few minutes beyond the specified time for clearing a truck; yet, strange to say, the *same truck* remained in the same position twenty-four hours after.

Is this the case, and did it remain so in consequence of not being cleared sooner by consignees?—CHAS. A. G.

On the 25th ultimo a truck of hay, No. 1,952, was consigned to us from Spring Hill, and was *paid for* by the consignor, yet the same was again charged to us.

We mention this merely to show that the clerical staff at Darling Harbour are not either as efficient or correct in their accounts as your letter to us, dated February 6, states.

We have, &c.,
HALL, PRINCE, & CO.

What are the circumstances? Let me have report early.—Traffic Manager, B.C., 9/3/80.—CHAS. A. G.

Goods Superintendent for full report.—W. V. READ, *per* S. Smith, 11/3/80.

Mr. Paull will please let me know at once the price realized for pumpkins on the date the truck referred to arrived, and on the date it was sold. Also report fully on the circumstance of freight being charged twice from Spring Hill.

The other matters are already dealt with in other papers.—J. H., *pro* Supt. Evans. Mr. Paull.

Pumpkins realized on 27/2/80—from 2s. 6d. to 3s. 2d., sold by Ellis & Co.; 2s. to 3s., sold by Wells & Smith; 1s. 9d. to 3s., sold by Dent & Co.; and on the market day those were sold by Hall, Prince, & Co., 1/3/80, the same prices were realized by the above auctioneers; and I beg to state that on the day this truck was not sold, that when Foreman Bannerman opened the door of the truck for Mr. Prince to see the pumpkins, a Mr. Boyd, who is a buyer in pumpkins, offered him 3s. a dozen for them in Foreman Bannerman's presence. This Bannerman is certain of.

The pumpkins we delivered without being weighed, viz., 1 ton 4 cwt., there being no exception made to the weight at the time, and they were consigned as a quantity; and I beg to state that there could not have been any taken out of this truck without our watchman seeing them, as we have men here day and night on the look-out, more especially for pumpkins and melons, &c., and this truck stood close by the weigh-bridge office, where nothing could be taken out without being seen.

With reference to the truck of hay from Spring Hill, D 1,952, being charged to Hall, Prince, & Co. when it was paid at sending station, I beg to state that it was not charged in their account; but the collector who made out the carrier's way-bill made it "to pay" and not "paid." I have cautioned him to be more careful in future.—CHAS. PAULL, 16/3/80. Supt. Evans.

The truck of pumpkins in question came from Penrith and contained a quantity of poultry and butter and eggs for Redfern, so that it was left there for a few hours; but it arrived at Darling Harbour at 10:50 a.m. on the sale day, and Mr. Prince was asked by Foreman Bannerman and a buyer (Mr. Boyd) to sell the pumpkins that morning, but he refused to do so. Pumpkins are never counted by the Department, nor are they ever re-weighed at Darling Harbour unless a request to that effect is made by the auctioneer, and in this case no exception was taken to the invoice weight.

As regards the demurrage charged on the truck, the latter was delayed under load 30 minutes after 2 p.m.—the extended time allowed for delivery—and it was shunted into the siding beside the other empty trucks during the afternoon, but it did not leave till the following day. That, however, is not a point for Hall, Prince, & Co. to take advantage of.

On a representation made by that firm I remitted the charge for the sheets.

No charge was made at Darling Harbour for the carriage of the truck of hay from Spring Hill. On making out the delivery ticket the clerk inadvertently inserted the trainage charge in error, but the amount never appeared in Hall, Prince, & Co.'s account.—W. V. READ, *per* D. K., 1/4/80.

Inform, and add that this is another instance of an unfounded charge which has unnecessarily occupied the attention of the officials.—CHAS. A. G., 7/4/80.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Sydney, 9 March, 1880.

We have the honor to enclose account for loss sustained on a truck of pumpkins carelessly left at Redfern Station instead of "coming in due course to Darling Harbour, thereby preventing us availing ourselves of the market at which pumpkins fetched fully 1s. to 1s. 6d. per dozen more than they did at the following sale day. We have also sent a debit note for 1½ dozen short. Mr. Durbin, of Penrith, sent 30 dozen, and that quantity was marked on the inside of the truck by one of the railway officials (so we are informed); on their arrival here there was 1½ dozen short.

We have also the honor to call your attention to a claim we sent into the Department for loss sustained on 5 trucks of straw through faulty sheets. These sheets were pointed out by us to the Station-master at Darling Harbour at the time. Trusting you will give the same your earliest attention.

Yours, &c.,
HALL, PRINCE, & CO.

Traffic Manager, B.C., 10/3/80.—G. B.

Goods Superintendent for immediate report.—W. V. READ, 11/3/80.

Attach consignment note for the pumpkins, and state if they were counted by the Department.—J. H., *pro* Sup. Evans, 11/3/80. Station-master, Penrith. Urgent.

This consignment note was sent to your office on 9th instant along with previous papers; the pumpkins were not counted by any of the Department. Now Mr. Durbin states his son wrote the number of pumpkins on end of truck, not a railway official.—JOHN H. SMITH, *pro* Station-master. Goods Superintendent, 13/3/80.
Mr.

Mr. Paull, for report as to the straw alleged to have been damaged, and as to the number and weight of pumpkins delivered.—G. T. EVANS, 15/3/80. Mr. Paull.

The matter about the straw was settled long since, Mr. Prince was told that as the straw was covered with the ordinary hay sheets the Commissioner would not take any responsibility. There are papers with the Superintendent or Traffic Manager about this matter.

We do not count pumpkins when delivering, and in this case we do not know how many there were.—CHAS. PAULL, 16/3/80. Mr. Evans, Supt.

A reply respecting the delay of the pumpkins will be found on your 80-5,318 returned to you to-day.

As regards the 5 trucks of straw, Mr. Prince was informed at the time that the trucks were properly covered with the usual hay sheets, and that, under the special conditions of the consignment note, the Commissioner would not entertain any liability. The straw was slightly wet on the outside of the loads, but that was not to be wondered at as the weather was excessively wet at the time. No one else complained.—W. V. READ, *per* D. K., 1/4/80. Commissioner.

Inform.—CH. A. G., 6/4/80.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Department of Public Works, Railway Branch,

Sydney, 12 April, 1880.

Gentlemen,

In reference to your letters of the 3rd and 9th ultimo, preferring claims for alleged damage to five trucks of straw and for delay and short delivery of some pumpkins, I have the honor to inform you that upon inquiry I find that the straw was covered in the proper and usual way with the sheets ordinarily in use for the purpose. The amount of wetting was, I learn, very slight indeed, and not to be wondered at considering the excessive rain. Under the circumstances, and in accordance with the terms and conditions agreed to by sender, I decline to entertain any claim.

With regard to the delay in arrival of the pumpkins, I have already informed you in my letter of the 17th ultimo, we do not receive or deliver pumpkins by number (the number written in the truck was not written by a railway official), nor can your claim in this case be recognized.

The insertion of the trainage charge upon the delivery note for a truck consigned to you from Spring Hill was a clerical error in making it out. The amount was not, however, debited against your account, nor rendered to you in the same for payment.

The demurrage charge complained of was very properly made, and cannot be remitted.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

No. 10.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, 8 March, 1880.

We have the honor to bring to your notice the following :—

On Saturday last (the 5th instant) a truck of pumpkins was consigned to us from Windsor; this truck was shunted into the wool-shed at the Darling Harbour and *left there*. All other trucks of hay and straw and other produce was put on the *two regular lines* for sale this day; but this one of ours was left in the shed, and at the termination of the sale (11 a.m.) the hay weighbridge clerk informed us that there was a truck of pumpkins on the *shed line* for us. In this instance, as in a previous case, we have lost the benefit of to-day's sale. And this is a state of affairs that, as *you* are aware, is continually happening to *us*, and to *us* only.

It is a most striking circumstance, that although we get consignments of the produce of the same description and from the *same places* and at the same *times* as Messrs. Wells & Smith, yet strange to say that this firm's trucks are *always* in their proper places and ours are seldom so; from which we conclude that Mr. T. R. Smith being a Member of the Legislature it would be rather dangerous for the Department to place such obstacles in the way of their business as is done in ours.

We have mentioned to the Station-master the *peculiarity* of our trucks invariably being shunted either into awkward positions or else left behind; but from that individual we have never been able to get a satisfactory answer, although, as the head of the Darling Harbour Station, we consider it should be a part of his duties to see that the trucks are shunted into their proper places; instead of which we have suffered more annoyance and inconvenience in our business since this man has been appointed than we ever had before.

Since our sale a man has called at our office apologising for his neglect in not placing this truck of pumpkins in its proper place; and, whilst we are desirous of screening this man from any censure, we feel quite convinced from the continued acts of this sort the subordinates are only made the tools of those in superior positions to them.

In conclusion we would again refer you to the closing paragraph, dated February 6 (Number 80-393), and shall continue to bring these matters to your notice, feeling quite assured that in the end you will be prepared to acknowledge the correctness of our statements.

We have again the honor to call your attention to the matter of the *pressed chaff*.

Yours, &c.,

HALL, PRINCE, & CO.

Traffic Manager for inquiry, B.C., 9/3/80.—CHAS. A. G. Goods Superintendent for inquiry and report.—W. V. READ, 11/3/80.

Report fully please on this matter. Explain why the truck of pumpkins was not placed on the road used by auctioneers for selling purposes and the system of marshalling the trucks for sale. By whose instructions did any one call on Messrs. Hall, Prince, & Co. to apologise for not performing his duty?—J. H., *pro* SUPERINTENDENT EVANS, 12/3/80. Mr. Paull.

I presume Messrs. Hall, Prince, & Co. refer to a truck numbered 1,006, invoiced from Windsor on the 8th instant, not 5th instant, as stated by them.

This truck duly arrived at this station with other trucks; was placed on the goodshed road within about twenty yards of the road on which the auctioneers usually sell the hay. The truck was entered on the manifest and posted outside the office, and Messrs. Hall, Prince, & Company's clerk duly copied this truck in common with others consigned to him in his books of arrivals. It is usual for us to send a man round with the auctioneers when they are selling their produce, entirely for their convenience, and Porter Woodcroft, who on this particular day went round with them, did not notice this truck until the sale was just concluded and before the buyers left. Weigh-clerk Dickey happened to hear of Woodcroft's omission from one of the other porters, and drew Mr. Prince's attention to it.

The buyers asked Mr. Prince to go back and sell the truck, but he would not do so. It will be seen from this that Messrs. Hall, Prince, & Co. seek to take advantage of an omission on our part to give them information *we supply quite as a matter of convenience*, and to throw upon our shoulders a responsibility that rests with themselves, since it is surely their own interest and duty to see that they receive and sell all goods consigned to them, as published on our manifest. At all events all other auctioneers who sell at this station take good care that they do not cease selling until all produce consigned to them is sold, whether the trucks be pointed out to them or not. The insinuation that Messrs. Wells & Smith receive different treatment to anyone else is malicious and untrue, and I challenge an appeal to any other auctioneer or customer at this station as to whether I do not pursue a uniformly just and conscientious course towards one and all who come there. Messrs. Hall, Prince, & Co.'s trucks *are not* invariably shunted into awkward positions; they have never failed to get a satisfactory reply to any *reasonable* question asked me, and it is no part of my duty to see that Messrs. Hall, Prince, & Co.'s, or any one else's trucks, should be shunted exactly *where they like*, but where it best suits the Commissioner's interests. As far as suffering annoyance from me I have always bestowed perhaps more care and attention to Hall, Prince, & Co.'s traffic, consistent, of course, with strict justice to others, than to anyone, because I know from experience that whilst from all other customers I might expect a just appreciation of the conscientious discharge of my duties, from Hall, Prince, & Co. I might expect nothing but abuse and misrepresentations for the slightest error, and very often for imaginary ones. However, I trust that my reputation for fairness and impartiality during fifteen years passed on the Commissioner's lines, and brought constantly into contact with the public, and which up to the present time has not been subject to this reproach, does not require to be defended by me against any misstatements Messrs. Hall, Prince, & Co. may choose to make.—CHAS. PAULL, 15/3/80. Mr. G. T. Evans, Superintendent.

[Enclosures.]

Mr. Chas. Paull to Superintendent.

Sir,

I have to report that our porter (Woodcroft) whose duty it is to go round with the auctioneers and point out their goods for sale missed one of Hall, Prince's trucks to-day, and it was not sold. It contained pumpkins from Windsor—D 1,006. I took the precaution to go to Woodcroft this morning, and told him to be sure there were no mistakes made, and he stated that everything was all right.

He missed this truck when going round checking the trucks off and it was not found out until after the sale was over, but it was pointed out to Mr. Prince at 11 a.m., and he would not go back and sell it although several buyers asked him to do so.

It was placed on the manifest, and his clerk who goes round with the sale never asked for this truck, and he made no inquiry about it or he could have got the truck in time for the sale. Woodcroft is a thorough steady good working-man, very smart, and never made a mistake before and he has been here now about six months, and I don't think such a thing will ever happen again.

CHAS. PAULL, 8/3/80.

Seen. The greatest possible care must be taken so that such an omission will not occur again, otherwise an example will have to be made of the person at fault. Did Hall, Prince, & Company give any reason for refusing to sell the pumpkins when told about them? Demurrage should be charged.—G. T. EVANS.—9/3/80. Mr. Paull, Darling Harbour.

Noted, and every possible care will be taken to see that such a thing will not happen again. I have cautioned the auctioneers' porter.

The only reason Hall, Prince, & Company gave was that the sale was over before he knew about the pumpkins, and that he would not then go back to sell the truck.—CHAS. PAULL, 11/3/80. Superintendent Evans.

The attached reports of Mr. Paull fully explain the matter and show that Messrs. Hall, Prince, & Co. could have sold the truck of pumpkins on the morning of its arrival, having been requested to do so by several buyers, but refused. Hall, Prince, & Co. had access to the manifest posted up at Darling Harbour, and should have seen at a glance that they had not sold it. I think it unnecessary to take any notice of their charges against Mr. Paull.—W. V. READ, *per* D.K., 1/4/80. Commissioner.

Inform have inquired into matter and found as usual that there is no real ground of complaint, their unworthy imputations are undeserving of notice.—CHAS. A. G., 6/4/80.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Department of Public Works, Railway Branch,

Gentlemen,

13 April, 1880.

In reply to your letter of the 8th ultimo, complaining that a truck of pumpkins was not shunted into the usual road for auction sale, I have the honor to state that upon inquiry I find that, although the non-placing of the truck arose through inadvertence on the part of the porter who facilitates the business of the auctioneers and other agents by pointing out the trucks, the manifest was exhibited, and the error—if it be worthy the term—was contributed to by your own clerk, who should have inquired for what he might have known had been consigned. I find, however, that although the truck was not on the usual road it was not more than twenty-five yards from it, and that you were informed of this so soon as it was discovered; you had moreover ample opportunity to sell the pumpkins—in fact I am informed that buyers solicited you to sell, but you refused to do so.

The

The imputations contained in your letter as to the motive of the staff are, I am fully satisfied, utterly unfounded. It is painful to have so often to allude to your groundless accusations, and I should be gratified to be relieved of this unpleasant duty.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

No. 11.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Sydney, 13 March, 1880.

We have the honor to bring the following to your notice:—

On Thursday morning, at 9 a.m., a Mr. C. Higgins loaded a truck of pumpkins at Mulgrave (54 dozen), and consigned the same to us at Darling Harbour. These should have arrived at the latter-named place in time for yesterday's sale; up to the time of the conclusion of the sale (12.15 a.m.) there was no notice on the manifest board, nor did they arrive up to the conclusion of the sale; and as far as we are concerned we do not even now know whether they are there or not.

You will perceive by the foregoing that there has been some gross neglect, and it will moreover bring to your notice the remarkable fact that these things could not be continually occurring if they were not the result of design and not accident, and if the latter, why so continuous.

On more than one occasion you have accused us of not being justified in our strictures on the working of the Department at Darling Harbour; we now leave the matter entirely in your hands as to whether we have had cause for these complaints.

We wish to state in conclusion that our business has materially suffered in consequence of these continual obstructions.

Yours, &c.,

HALL, PRINCE, & CO.

Let me have the particulars of this case no later than Wednesday.—CHAS. A. G., 15/3/80. Traffic Manager.

Mr. Paull for report.—W. V. READ, 15/3/80.

Messrs. Hall, Prince, & Co. stated to-day to our porter who goes round with the sale that a Mr. Higgins, of Mulgrave, stated to him that he consigned a truck of pumpkins, 54 dozen, to him on Thursday last; but I beg to state that we know of no such pumpkins being consigned to them; we had a C 30 with 54 dozen pumpkins consigned from Higgins, of Mulgrave, on that date to Messrs. Ellis & Co., which were sold by Ellis & Co., and delivered by them.

Mr. Prince saw me on Friday, sale day, and he never mentioned anything to me about any pumpkins, neither did he mention anything to any of our staff on that day, until this morning, when he asked our porter about them; had he done so, I should have telegraphed at once to Mulgrave about the matter.—CHARLES PAULL. Darling Harbour, 15 March, 1880.

The facts are simply no pumpkins were consigned by Higgins to Hall, Prince, & Co.; a lot was consigned to Ellis & Co. and delivered accordingly. I believe the wish at Darling Harbour to afford him every information and assistance made Mr. Prince believe we had committed an error, and hence his haste to bring the matter under notice.—W. V. R., 16/3/80.

Inform, and say that I think it would be to the public interest if this firm would abstain from making complaints which inquiry shows have no foundation whatever. The time of the Department is needlessly taken up in making unnecessary inquiries; it is to be expected that in the course of time an opportunity will be afforded them of establishing a case of carelessness against the officials, but their apparent eagerness to do so, on the slightest suspicion that there is irregularity, leads them into a false position, and wastes the time of the officers who would be better employed in remedying real, and not inquiring into imaginary, grievances.—CHAS. A. G., 19/3/80.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Gentlemen,

Department of Public Works, Railway Branch, Sydney, 22 March, 1880.

In acknowledging the receipt of your letter of the 13th instant, complaining of delay in the delivery of a consignment of pumpkins forwarded, as you allege, from Mr. Higgins, of Mulgrave, to you on the 11th instant, I have the honor to inform you that from the inquiries which I caused to be made I find that no pumpkins were consigned by Mr. Higgins to you on the date mentioned.

This furnishes another of the groundless charges you have made against the management at Darling Harbour, and I think it would be to the public interest if you would abstain from making these repeated complaints, which inquiry shows have no foundation whatever, and needlessly take up the time of the Department in making unnecessary inquiries. It is to be expected that in course of time an opportunity will be afforded you of establishing a case of carelessness against the officials, but your apparent eagerness to do so on the slightest suspicion that there is irregularity leads you into a false position, and wastes the time of the officers who would be better employed in remedying real, and not inquiring into imaginary grievances.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

No. 12.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sydney, 25 March, 1880.

WE enclose you a reply from the Station-master at Darling Harbour in reference to two bags of flour, but not, as this gentlemen says, only slightly damaged in two places, as the whole side of one bag was *literally saturated*, and the end of another. We called the attention of the Railway officials to these bags, and they acknowledged their condition. We sent for Mr. Paull, and, as usual when such a case occurs, we were not able to find him. We then communicated with him on the subject; you have his reply. This flour could only have got spoilt through insufficient covering. Surely this is the fault of the Department, or is it to be considered, as you have hitherto termed our complaints, "*frivolous*." There is one thing very certain, we shall *never* be able to substantiate any complaint at the Darling Harbour. In the matter of this flour, we should like you to appoint some one to meet us there to judge for yourself whether we are making a groundless charge.

Yours, &c.,
HALL, PRINCE, & CO.

Memorandum from Mr. Charles Paull to Messrs. Hall, Prince, & Co.

Gentlemen,

Darling Harbour Station, 24 March, 1880.

I beg to acknowledge the receipt of your letter of date, respecting two bags of flour, part of a consignment from Gunning to your firm, being damaged, and I beg to state that I have examined this flour, and find it *only very slightly wet* in two places; also, to request you to remove it at once, as the Commissioner does not accept responsibility for this kind of traffic under the provisions of the rate sheet.

Yours, &c.,
CHARLES PAULL.

I have examined these two bags. The station-master's report is perfectly correct, the bags are not damaged, and there is not another firm in Sydney which would have made such a ridiculous fuss or claim. Storage should be charged for the bags if not taken delivery of.—D. V.

Approved, and inform storage will be charged.—CHAS. A. G., 7/4/80.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Gentlemen,

Department of Public Works, Sydney, 12 April, 1880.

In reference to your letter of the 25th ultimo, enclosing a reply you received from the Station-master at Darling Harbour, relative to a claim made for alleged damage to two bags of flour, I have the honor to inform you that the bags in question have been inspected by the Secretary, who reports that they have not received the slightest appreciable damage, and that there is no foundation whatever for the claim you have preferred. Under any circumstances, as the consignment was carried under special conditions and agreement, I must decline to recognize any claims. The bags remain at your risk, and a charge for storage will be made from and after this date.

I have, &c.,
CHAS. A. GOODCHAP,
Commissioner for Railways.

Traffic Manager, B.C., 13/4/80.—G. B. Goods Superintendent to note.—W. V. READ, *per* D. V., 13/4/80. If this flour has not been delivered, storage must be charged. Mr. Paul to note.—G. T. EVANS, 14/4/80. Noted. The flour was taken delivery of the day after the Secretary was here and inspected it.—CHARLES PAULL, 15/4/80. Was any storage charge made?—G. T. EVANS, 16/4/80. No storage charge made, as I did not get orders to charge any until after it was delivered.—CHARLES PAULL, 17/4/80. Noted. The flour was taken delivery of the day after the Secretary inspected it, and I think it a pity storage charge was not enforced.—G. T. EVANS, 19/4/80. Traffic Manager. Commissioner.—W. V. READ, 21/4/80. Seen and put by.—D. V.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, 14 April, 1880.

We are in receipt of your communications of the 12th instant, numbered 80-1,077, 80-1,078, and 80-1,089, and to a very great extent we are not at all surprised at their contents, for we have never yet been able to obtain any satisfaction from you no matter what the complaint may be—as all your communications testify—and at times your replies have even been discourteous and rude.

We have no hesitation in stating that your letters of the 12th instant are entirely beside the question of our complaint, dated March 20, which you ignore altogether. Three weeks after we complain you send the Secretary to look at two bags of flour which arrived here *soaking wet*, and of course in the interim dry up and externally have not the appearance of damage, yet the porters in the shed on their arrival are prepared to prove they arrived in the state we mentioned, unless they should be so intimidated with loss of position as to ignore the matter altogether, which has occurred before. We most emphatically deny we objected to the overcharge on chaff on a *technical ground*. Our chaff is pressed and branded according to the requirements of the Department, and none of the officials can prove to the contrary; but the Department discovered they had omitted to include chaff in their new tariff, and now want consignees to pay for their errors. It has never been publicly notified yet under what rate pressed chaff is to be carried, otherwise than what we mention.

Of course from the tenor of your letters, produce can arrive here in any condition and there is *no redress*. Care and attention is quite out of the question, especially if it is produce belonging to a non-representative class; but should it be *wool*, every care and attention is paid to it, and all damage is quickly paid for, simply because the article is so well represented, and the whole of our senators would be up in arms if immediate redress were not given; but with farm produce it is quite different.

According to your letters it does not matter whether, from neglect or carelessness, trucks are not sent to Darling Harbour at a proper time and farmers suffer in consequence, for there is *no compensation* for the injury.

In conclusion, we must state that it is plain that *no complaint* against the Darling Harbour Department will ever be fairly investigated when made by us to you; as we do not call it an investigation by sending us a contradiction a month after the occurrence, as has been done in *every* instance.

We shall in future seek some other mode of getting our complaints fairly and impartially gone into, for without wishing to be either offensive or rude, up to the present such is not the case.

We have asked you on more than one occasion to bring us face to face with those we have had to complain of, but the same has been quietly ignored.

Put by.—D. V.

We have, &c.,

HALL, PRINCE, & CO.

No. 13.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, 16 April, 1880.

We have the honor to enclose a communication from Messrs. Molloy & Co., of Blayney, the contents of which speak for itself.

We respectfully call your attention that the Department's notification on *non-responsibility for quantities* opens a back door for a great many malpractices during the transit of produce and general merchandise, and we feel assured from the continual complaints we are receiving as to discrepancies in weight and numbers that there are just grounds for assuming that manipulations are frequent during the journeys. The weighing and counting of produce should be countenanced at *despatching* stations as well as at *receiving*, not so much as to fix the liability on the Department as to prevent these wholesale deceptions.

Yours, &c.,

HALL, PRINCE, & CO.

[Enclosure.]

Messrs. M. F. Molloy & Co. to Messrs. Hall, Prince, & Co.

Blayney, 15 April, 1880.

Dear sirs,

Yours to hand covering cheque value £18 12s. 8d. for oats and barley.

In this small transaction we lose 4 bushels. We received your weighbridge receipts, we hold railway weighbridge receipts for same lot also, and now we ask you how we could lose this weight? It must be either in the truck as we put it into it from the weighbridge here, or else the bags must have been opened in transit, or your weighbridge weighs incorrectly.

We don't mind the paltry loss, but we really think you should use your influence with the railway authorities to have this dodging of weight from weighbridge to weighbridge put a stop to.

If the railway authorities weigh a certain lot of produce, &c., and charge to the very lb. for it, surely we ought to expect they would deliver the same weight.

We know the Railway regulations pretty well, and are fully aware that the Commissioner is not responsible for weight, but we suggest to you what we have said in hopes that you would use your influence and cause this wholesale loss in transit to be put a stop to.

We remain, &c.,

M. F. MOLLOY & CO.

Traffic Manager for special report.—CHAS. A. G., 22/4/80.

Mr. Morris Blayney, for report. I suppose the grain is loaded in the trucks by the senders in all cases.—W. V. READ, per D. K., 22/4/80. Yes, it is loaded by senders in all cases.—J. WOODGATE, 24/4/80. The Manager.

The grain is loaded by senders and is not interfered with until it arrives at Darling Harbour. Are the trucks unloaded by our men, or do Hall, Prince, & Co. unload themselves? Are the bags sampled by any one?—W. V. READ (per D. K.), 26/4/80. Mr. Paull, Darling Harbour.

The produce is unloaded by Hall Prince, & Co.'s carter directly on to their drays, and is not in any way interfered with by the Department. They have access to sampling, of which they avail themselves before selling and weighing.

I would suggest that consignments of produce which are carefully weighed at the sending station should not be re-weighed at the terminus. It is impossible for me to say what quantity may be wasted in sampling or even by carters who may be careless in refastening the bags afterwards. If the practice of supplying the weights to consignors at sending stations is allowed to continue the weights so supplied must vary with those supplied from the terminus, under the circumstances referred to. Great care has been taken to give the weigh clerk special instructions in re-weighing all consignments for this firm, and this work has therefore been performed most carefully and correctly. I must say that it seems strange that in the face of our consignment notes stating distinctly that weights *and contents unknown*, that sending stations should actually give the consignors the weight, which should be put a stop to at once.—CHAS. PAULL, 27/4/80. Traffic Manager.

I presume care is taken to note on receipts or weighbridge tickets given to senders, that the Commissioner is not responsible for weights. Is not that so?—W. V. READ, per D. K., 27/4/80. Mr. Morris, Blayney.

Yes: This is done in all cases.—J. W. WOODGATE, 28/4/80. The Manager.

It is rather hard that senders should expect us to give them receipts for weights (although in all cases we protect ourselves with the remark "Commissioner not responsible for weights"), that consignees should also expect us to weigh at the receiving station, and then, because the weights do not quite agree, blame the Department for tampering with the grain when it is loaded into trucks by the senders, and unloaded by consignees after they have done what sampling is necessary. Mr. Paull gives a few instances of different weights between Blayney and Darling Harbour, but they are very trifling, and no one but Hall, Prince, & Co. would call attention to the matter.

I think we should dispense with weighing at Darling Harbour traffic which has been weighed at the sending station.—W. V. READ, per D. K., 29/4/80. Commissioner.

Do we make a charge for re-weighing? If not why is such produce re-weighed at all?—D. V., 3/5/80. (Urgent).

To what extent is traffic re-weighed at Darling Harbour, and how long has the practice been in force?—W. V. READ, per D. K., 3/5/80. Goods Superintendent.

I find from weigh-clerk Dickey that the re-weighing for auctioneers' goods has been done ever since Darling Harbour has been opened. The number of trucks weekly weighed since 1st February, 1880, to 30th April, has been 21, viz. :—

Wells & Smith	75	Ellis & Co.	17
Hall, Prince, & Co.	65	Roberts & Royer	13
MacMinn & Co.	31	Dent & Co.	6
Tate Brothers	30	Dare	10
Proctor	4		
Garling	8		
Inglis	16		
		Total	275

I may say that if the weighing of auctioneers' produce be discontinued at this station that it will cause them much inconvenience, as, in numbers of cases, a truck would be disposed of to several parties.—CHAS. PAULL, 6/5/80.

It would appear that the re-weighing of this class of traffic has been carried on at Darling Harbour to a considerable extent (see Mr. Paull's statement, 6/5/80), and has been in practise ever since that station was opened. It is done purely for the convenience of auctioneers, and when this privilege is turned to account, as has been done by Messrs. Hall, Prince, & Co., it is nearly time that the concession was cancelled.—G. T. EVANS, 7/5/80. Traffic Manager.

Let me know what kinds of traffic are re-weighed at Darling Harbour, and what kinds are taken delivery of by different persons out of one truck.

Is this the case with anything else except hay and straw?—W. V. READ, *per* D.K., 10/5/80. Goods Superintendent.

Mr. Paull will please let me have the information asked for.—G. T. EVANS, *per* W.T.C., 10/5/80.

Chaff, corn, bran, potatoes, oats, barley, turnips, and pollard.

The kinds of produce delivered to more than one buyer out of one truck is principally corn, bran, and potatoes. This is not done in hay and straw.—CHAS. PAULL, 11/5/80. Mr. Evans, Superintendent.

Please see Mr. Paull's statement, dated 11/5/80.—G. T. EVANS, *per* W.T.C., 12/5/80. Traffic Manager.

We make no charge for re-weighing at Darling Harbour, and although the practice has been in existence since that station was opened for traffic, I see no reason why it should be continued. When traffic is not weighed at the sending station of course we shall weigh at Darling Harbour, for the purpose of calculating our charges, nor would we have any objection to the weighing of hay and straw there, because, although it is charged by the truck, the information is valuable to ourselves, and such traffic is not weighed at the sending stations. When we re-weigh shale or any other traffic on arrival at Sydney, we always make a charge of 3d. per load, and I do not see if shale can bear such a charge why produce should not.

A very strong reason why we should make a charge for re-weighing is that some auctioneers (and none are worse than Hall, Prince, & Co. in this respect) claim the most trifling overcharges when the Darling Harbour weights are a fraction less than those of the sending stations, while it is scarcely possible in many cases that this can be otherwise, because in the case of potatoes and such-like traffic, which may be damp when it is forwarded and dry when received. Grain, too, and other traffic is sampled at Darling Harbour frequently to a considerable extent, and that would account for a fractional difference in the weight.—W. V. R., 17/5/80. Commissioner.

No. 14.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, 7 May, 1880.

We are sorry to be so continually troubling you, but the urgency of immediate inquiry into these matters must be our excuse.

To-day we received 4 cases of lemons from Penrith, and on our carter bringing them to our store, one was nearly half empty, fully two to three dozen having been extracted. The sender is the same as forwarded the pumpkins.

Yours, &c.,

HALL, PRINCE, & CO.

Mr. Read, please make early inquiry.—CHAS. A. G., 8/5/80. Goods Superintendent for early report.—W. V. READ, *per* D.K., 14/5/80.

Station-master, Penrith, for report. In what condition were the cases when received? By what train was the consignment despatched? Where were the cases between the time they were received and the time of despatch?—G. T. EVANS, 14/5/80.

When Head-porter Hunter received these cases, he states they were in good order, but is unable to say if they were full or not. They were received between 4 or 5 p.m. on the 6th instant, and after being carefully weighed were placed in the truck which was despatched by No. 12 up goods that night; the four cases weighed 1 cwt. 3 qrs.—H. SMITH, *pro* S.-m.

Was the consignment booked to Darling Harbour? If so, let me have all necessary particulars, please. By what train did the cases arrive? Was the truck which contained them well sheeted down? What appearance had they on delivery? Where were they between time of arrival and that of delivery? I presume they were not re-weighed at Darling Harbour? Let me have prompt and concise replies, please.—G. T. EVANS, *per* W.T.C., 17/5/80. Mr. Paull.

Not invoiced nor received at this station. This kind of goods are sent to Sydney either to Parcels Office or Goods-shed.—CHAS. PAULL, 18/5/80. Mr. Evans, Superintendent.

Mr. Harpur for the information.—G. T. EVANS, Superintendent, *per* W.T.C., 18/5/80.

The truck in which this fruit arrived was not sheeted until after it was in the shed, and the cases of fruit were delivered within half-an-hour afterwards. They then did not bear the least appearance of having been tampered with.—J. HARPUR, 20/5/80.

I have made full inquiry into this complaint, and can elicit no information that would lead me to suspect the cases had been tampered with while in our possession. This is either another case whereon Messrs. Hall, Prince, & Co.'s chronic complaint has affixed itself, or this "same sender," alluded to in their communication,

communication, is trying to work a point. Would not it be well to take especial notice of his next consignment? I don't think any of our employes would have any interest in stealing fruit of this description.

—G. T. EVANS, Superintendent, 20/5/80. Traffic Manager.

The Commissioner.—W. V. READ, *per* D.K., 21/5/80.

Inform simply that after inquiry the evidence seems to show that the cases were not tampered with when in the custody of the Railway Department.—CHAS. A. G., 29/5/80.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Department of Public Works, Railway Branch,

Sydney, 1 June, 1880.

Gentlemen,

In referring to your letter of the 7th ultimo, complaining of the abstraction of a quantity of lemons out of a consignment of four cases sent to you from Penrith, I have the honor to inform you that after making the fullest inquiry, the evidence seems to show that the cases were not tampered with while in the custody of the Department.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

No. 15.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, 8 January, 1881.

We have the honor to request your early attention into the great discrepancies in the weights that occur between the despatching and receiving stations in regard to produce consigned to us and arriving at Darling Harbour for sale. That there is great carelessness practised is manifest by the many errors that are continually occurring.

On the 24th December 12 bags of potatoes were despatched from Mulgrave to us, weighing there (as per railway invoice) 19 cwt. On their arrival here, and re-weighed to the purchaser, they only went 16 $\frac{3}{4}$ cwt. The difference in so small a quantity, 12 bags, is very great, and materially injures our business. This is not by any means an isolated case, and, as the Station-master at Darling Harbour can inform you, we have brought repeated cases under his notice of inaccuracies in weighing at Darling Harbour. These instances we have refrained from bringing to your notice, as you might think, from previous complaints made to you by us, that on the most frivolous pretext we wrote you; but such is not the case. Whether these errors are the result of accident or carelessness we cannot say. We can only add that they do occur, and very often, and such occurrences have been, and are, very disastrous to us in our business.

These potatoes were in good sound bags, the potatoes were free from soil or dirt—in fact had been washed—consequently it was almost impossible for them to lose in weight during transit. Whether any peculation occurs at the sending or receiving stations it is beyond us to say, neither do we wish to cast imputations, but at the same time it is most unsatisfactory that they occur, and we can only attribute it to the non-liability of the Railway Department in respect to quantity, weight, and number.

We would also respectfully call your attention that lately our trucks of produce have in some very unaccountable manner been shunted into very strange positions on the day of sale, generally being placed last, although trucks from the same loading stations, and despatched the same time as ours, were in quite different positions. This has occurred very often to us, more especially of late. It was very conspicuous also when we first started in business, about two and a half years back, we drew the attention of the then Traffic Manager to it, and our suspicions led us to believe that a certain firm of produce auctioneers numbering a Member of Parliament amongst its members were in a great measure instrumental in this—more especially from the fact of this M.P. having several relations in the Railway Department and in the traffic branch.

We would also bring to your notice that at several loading stations between here and Emu Plains, on the West, and on the Richmond lines, some officials in the Railway Department are continually misdirecting our consignments, either on the consignee card or the manifest, and in every instance when such occurs the error is in favour of this firm (mentioned above). The foregoing clearly shows that some undue influence is brought to bear on railway porters and others, which should not be. We are fully aware of the difficulty that exists in putting a stop to such as we complain of, at the same time you cannot but acknowledge it is a great injustice to the public.

Yours, &c.,

HALL, PRINCE, & CO.

Traffic Manager for report, B.C., 10/1/81.—CHAS. A. G. Goods Superintendent for full enquiry and report.—W. V. READ, *per* D. K., 12/1/81.

* See Enclosures.

I have already dealt with the error in weight of the Mulgrave consignment on another paper.* With regard to the second last paragraph of Messrs. Hall, Prince, & Co.'s communication, I shall thank Mr. Paull to make a careful inquiry into the complaint, and let me know if it has any foundation. Referring to the last paragraph, I should like a statement showing the number of times (full particulars, goods have been invoiced to other firms and were subsequently found to belong to Hall, Prince, & Co. Have trucks of produce at any time been ticketed for another firm when they were consigned to Hall, Prince, & Co.—G. T. EVANS, 13/1/81.

Referring to the complaint contained in the second last paragraph of Hall, Prince & Co.'s letter, I beg to state that such remarks are made upon some *very unaccountable* grounds. Trucks of produce for auction sale are placed (as they arrive) without respect of persons on the lines where the sales are conducted, whatever position they occupy in the train by which they arrive they maintain in being shunted into the proper roads.

I consider the attack upon "the certain firm numbering a Member of Parliament among its members" quite false, and from my knowledge of the firm I suppose to be thus unjustly attacked, I consider them of too high a business standard even to try to be instrumental in securing the best position of sale, much less to exert whatever weight they may have through departmental relatives.

There

There are only two cases within the last six months which have been brought under my notice. From the correspondence attached * it will be seen that in the case of George's Plains it was decided in favour of Hall, Prince, & Co., and in favour of Wells, Smith, & Co., in the case of Mulgrave. * See page 24.

As further proof of Hall, Prince, & Co.'s misstatements, I attach further correspondence respecting the weighing of a dray over No. 1 Bridge to-day.* * See page 24

Copy of adjustment of inaccurate weights for Hall, Prince, & Co.'s firm during last month appended, in which it will be seen that his complaint about weights is exaggerated.—CHAS. PAULL, 17/1/81.

RETURN of Over and Under Charges in Weights during the month of December, 1880.

Date.	Station from.	Consignee.	Description of Goods.	Country Weight.			Darling Harbor Weight.		
				T.	c.	qr.	T.	c.	qr.
1880.									
2 December	Penrith	Hall, Prince, & Co.	21 Bales Chaff	3	0	0	3	1	3
6 "	Goulburn	" "	20 " "	3	1	2	3	0	2
77 "	Penrith	" "	20 " "	3	0	0	3	1	2
17 "	Goulburn	" "	20 " "	3	2	3	3	1	0
24 "	Mulgrave	" "	12 Bags Potatoes	0	19	0	0	16	3

The statement regarding the Mulgrave consignment of potatoes is correct in so far that the weights given by sending station does not agree with the weights taken at Darling Harbour, and I am inclined to think the Darling Harbour weight is the correct one. My reasons for so thinking is given in Mr. Paull's reply to my minute 10/1/81.* All the other statements in Messrs. Hall, Prince, & Co.'s communication are incorrect.—G. T. EVANS, 18/1/81. * See page 24.

How were the potatoes charged for—as for one ton?

At whose request were they re-weighed at Darling Harbour—if at the request of Hall, Prince & Co., did they pay the usual charge?—W. V. READ, per D. K., 19/1/81. Goods Superintendent.

Charged as one ton, re-weighed at Hall, Prince, & Co.'s request, who pay their freight weekly, and the weighing of this load was paid in their account ending 31/12/80.—CHAS. PAULL, 21/1/81. Goods Superintendent. Traffic Manager to see.—G. T. EVANS, 21/1/81.

There can be no doubt that a mistake has been made at Mulgrave with regard to the potatoes referred to by Hall, Prince, & Co., because they were carefully weighed at Darling Harbour, and I think there can be no doubt that their weight is much more likely to be correct than that taken at Mulgrave. Since this mistake has been discovered I have sent a man to Mulgrave to test the weighbridge, but cannot tell the result yet. So far as the trainage was concerned, however, there was no occasion to weigh the potatoes exactly at all, because there was not a ton of them, and we never charge for less than a ton, and Hall, Prince, & Co. ought to know that we do not profess to weigh for the purposes of buying and selling.

During the whole of December there were only five small overcharges, inclusive of that from Mulgrave. The greatest one was in regard to this consignment, but dealing with the whole five there was only a difference between the sending and receiving stations weights of three-quarters ($\frac{3}{4}$) of a hundred weight.

As regards their second complaint I do not think there are any grounds for it at all. On the sale days, 14/1/81, and 17/1/81, I had the order of the trucks taken as they stood in the sidings at Darling Harbour, and found that Hall, Prince, & Co. were neither the first nor the last to sell, but the number of trucks consigned to them is very small compared with those consigned to others, and it is no wonder that such consignees as Mr. Smith, Mr. Inglis, and others should, by force of circumstances, be placed in better positions than other small consignees such as Mr. Dunn, or Mr. Bridge, or even Hall, Prince, & Co. I am quite satisfied that the trucks are put in the order of arrival without any respect to any person or firm.

With reference to their third complaint, I am informed by Mr. Paull that there have only been two such cases as those complained of by Hall, Prince, & Co., within the last six months. In one case the truck (from George's Plains) was first consigned to Wells and Smith Brothers, and ticketed accordingly, but subsequently, at the request of the owners, it was consigned to Hall, Prince, & Co. Before the labels could be altered the truck had left, but notwithstanding this it was delivered to Hall, Prince, & Co. In the other case the truck was ticketed to Hall, Prince, & Co., but was invoiced to Wells and Smith Brothers, and disposed of by them. If any mistakes happen with other firms, which, however, is very seldom the case, it is arranged among themselves, and we never receive any complaints.—W. V. READ, per D. K., 24/1/81.

Inform. Perhaps a copy of the Traffic Manager's report should be sent.—CHAS. A. G., 3/11/81.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Department of Public Works, Railway Branch,

1 February, 1881.

Gentlemen,

With reference to your letter of the 8th instant complaining of inaccuracies in the weights of goods carried by rail, of being unjustly treated in regard to the assignment of trucks for selling, and of the misdirection of consignments of goods, I have the honor to inform you that I have caused a full inquiry to be made into this matter, and enclose a copy of report furnished by the Traffic Manager on the subject, which will explain the discrepancy in regard to the consignment of potatoes; and also show that no injustice has been done to your firm in the matter of the position trucks are placed in for sale.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

[Enclosures.]

Station-master Mulgrave.—On December the 24th you invoiced twelve bags of potatoes to Hall, Prince, & Co., weight given on the invoice by you was 19 cwt., and on being weighed over our bridge only 16 cwt. 3 qrs. Kindly say how you arrived at your weight, or did you take sender's weight.—CHAS. PAULL, Darling Harbour, 3rd December, 1881.

Porter Heard weighed the potatoes, and he says they weighed 19 cwt. after deducting the weight of the dray.—T. CAVANOUGH.

Will Weigh-clerk Barker please let me have a copy of weighing and his report on same.—CHAS. PAULL, 6/1/81.

Attached is a correct copy of the weight of twelve bags potatoes weighed by me, which weighing I am certain is correct.—J. BARKER, 6/1/81. Forwarded

Forwarded for Superintendent's information. Mr. Prince wants our reply, as he has been making inquiries about the weight. I did not get Mulgrave's reply until this morning, at 10 a.m.—CHAS. PAULL, 6/1/81.

Let me have the gross, tare and net weights, as taken at Mulgrave. How were the potatoes weighed?—G. T. EVANS, 6/1/81.

Porter Heard says the only entry he made was the net weight on the consigning-note, he does not remember the gross weight.—T. CAVANOUGH, 7/1/81.

Consigning-note attached.—T. CAVANOUGH.—8/1/81.

If the bags were all full and did not bear the appearance of having been tampered with, the Darling Harbour weight may be taken as the correct one, more particularly as the Mulgrave weight cannot be checked.—G. T. EVANS, 10/1/81.

Porter Woodcroft, who delivered those potatoes, states that there was not the slightest sign of any one having been seen tampering with the bags, and they all appeared to be filled about the same size; they were all sewn up on arrival, and delivered in the same way, the one cut open for sampling by Hall, Prince, & Co. was sewn up again by their man.—CHAS. PAULL, 11/1/81.

Station-master Mulgrave to see if sender was furnished with the weight taken at Mulgrave. He had better be informed that their weight was incorrect.—M.C., *per* Inspector Evans, 12/1/81.

I have seen the sender. He says the potatoes weighed over 19 cwt.; he saw them weighed.—THOS. CAVANOUGH, 13/1/81.

D. 341 was duly invoiced to Hall, Prince, & Co., from George's Plains, and ticketed Wells & Smith Brothers. Under the circumstances, I considered it the last place to hold the truck over until I got a telegram from sending station, as it would perhaps save a deal of trouble hereafter, and I got the reply at 2 p.m., stating that it should be Hall, Prince, & Co. Will S.-m., George's Plains, explain how this mistake occurred, and oblige.—CHAS. PAULL, 28/8/80.

This truck was first consigned by sender to Wells & Smith Brothers, and ticketed accordingly. But at the request of owner it was altered to Hall, Prince, & Co., and in the hurry this truck was despatched without the tickets being so altered. Hence the mistake.—G. PARSONS, 26/8/80.

Telegram from George's Plains to Darling Harbour.—D. 341, from B. Soden to Hall, Prince, & Co., as per invoice.—25/8/80.

Memorandum to Mr. Paull.—I beg to report, for your information, that D. 341, from George's Plains, was invoiced B. Soden to Hall, Prince; truck ticketed J. Soden to Wells & Co. Please advise.—W. WOODCROFT, auctioneer's porter, Darling Harbour, 25 August, 1880.

Mr. C. Paull to Weigh-clerk Ireland.—Mr. Prince, of the firm of Hall, Prince, & Co., stated this morning that he saw a load of straw being weighed on your bridge, and that one of the wheels of the dray was resting on the framework of the bridge, and only one wheel on the bridge itself. Let me have a report at once, this evening, giving all particulars. He stated Mr. Walker was the name on the dray.—CHARLES PAULL, 17/1/81. If Kell was assisting you let me have his statement.

In reference to the statement made to you by Mr. Prince, I think he must be greatly mistaken with regard to the load he says he saw weighed. I am quite positive that the horse and dray was fairly on the weighbridge when weighed by me.—D. KELL, No. 1 weighbridge.

In reference to the statement made to you by Mr. Prince, I think he must be greatly mistaken with regard to the load he says he saw weighed. I was not present, but I weighed eight bales out of the same truck previous to this, and seven bales after this load which he states was incorrectly weighed. The three loads were carted by one man, whose name I think is A. Spinks, in the employ of Mr. Walker. The following are the net weights of the three loads:—Eight bales, 24 cwt.; seven bales, 21 cwt.; seven bales, 20 cwt. 2 qrs.—E. IRELAND, No. 1 Weighbridge, Darling Harbour Station, 17 January, 1880.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, 3 Feb., 1881.

We are in receipt of yours of the 1st instant replying to ours of the 8th ultimo, and we beg to respectfully point out several inaccuracies in Mr. Read's report to you respecting our complaints.

Mr. Read states "there was no necessity to weigh the potatoes *exactly at all*, because there was not a ton of them, and we never charge for less than a ton, and Hall, Prince, & Co. ought to know that we do not profess to weigh for the purpose of buying and selling."

The foregoing is scarcely the reply that we expected, and are rather surprised that it should have been sent. Of course it may be *infra dig* for Mr. Read to have to report on such an insignificant affair as bags of potatoes, but it clearly goes to prove that if mistakes occur with such small lots what are they likely to do with larger ones.

We beg respectfully to inform you that we are perfectly aware that the Railway Department do not weigh produce for the purpose of *buying* and *selling*, in fact were in possession of that information before Mr. Read received his appointment as Traffic Manager, and cannot see the necessity of his remarking it, seeing that there was anything in our communication calling forth such a reply.

Mr. Read goes on to say during the whole of December there were only *five* small overcharges, inclusive of that from Mulgrave. The greatest one was in regard to this consignment, but dealing with the whole five there was only a difference between the sending and receiving stations of $\frac{3}{4}$ of a cwt.

We are not aware that in our communication of the 8th ultimo, we complained of *overcharges*, and on re-perusing it we are under the impression you will find we did not; but Mr. Read has a happy knack of evading the real cause of our letter, and that is incorrect *weighing* either at the *loading* or *delivery* stations. We can furnish you with innumerable instances of immense discrepancies in weights between the *loading* and *delivery* stations, and which could be easily obviated with ordinary care and attention. It is not because these errors do not affect the charge for freight they should be lightly glossed over, for it is a matter of vital importance to the sender as also to the agent, and as the Department furnish the necessary labour for weighing we still maintain it should be done correctly. To give you an idea that our complaints are not frivolous ones the following occurred last month to one of our customers *only*, for we have plenty of other complaints:—

Truck D 1,757, January 5, from Mulgrave, was $2\frac{1}{2}$ cwt. short of what it weighed there. Truck D 1,113, from same place, January 7th, was 6 cwt. short of what it weighed there; and truck D 1,842, from the same place, also on January 7th, was 6 cwt. short of what it weighed there. The

The foregoing we consider pretty good evidence of incorrect weighing at either Mulgrave or here—for the next two loads from the same man, weighed in the same manner on the same dray at Mulgrave (but witnessed by a person appointed by us unknown to the owner), when weighed here tallied almost to a pound. The numbers of these trucks were D 1,683, Jan. 10th; D 849, Jan. 14th. We enclose you a letter from the sender of these trucks, marked A; we also enclose you a letter marked B from another constituent, wherein you will see the amount of injury we suffer in our business by these incorrect weights.

Regarding that portion of Mr. Read's report respecting shunting of our trucks, we beg respectfully to state that by perusing the records of the Darling Harbour Department you will find that, as regards hay, straw, and chaff, and general farm produce, our firm during the years 1879 and 1880 were one of the three largest receivers, if not the *largest*, and not the insignificant firm Mr. Read would try and make you believe. Mr. Read is very plausible in his explanation of the placing of trucks, but he does not explain how it comes if there are five or six trucks, or even more, from *one* particular loading station despatched on the same day, arriving here at the same time, they are not all together when placed on the line for sale. This is what we complain of,—we have had trucks from Windsor and Richmond lines in between trucks from the *south* and *west*.

At the commencement of the season our consignments are always small, as we have few constituents in the early districts, but from *Bathurst* and *Goulburn* you will find we receive more than all the other firms combined.

In reference to that portion of our complaint respecting our consignments being continually consigned to Wells & Smith by railway porters or others at the loading stations, Mr. Read's reply thereto is inaccurate. There has been a very large number of such mistakes, although he nor the Department would not know of them unless we mentioned them, and which we have refrained from doing, believing at the time it was more the result of accident than design; but their continual repetition, and always this firm getting our produce we have no hesitation in saying that it is *no accident*, and we firmly believe that there is scarcely a subordinate official between Sydney and Penrith and Richmond but what is not more or less influenced by Mr. T. R. Smith, M.L.A., respecting these consignments, and this is the general impression of the other firms doing business at Darling Harbour, and especially those engaged in the *wood trade*. During the month of January there were 4 consignments wrongly sent to them when they were intended for us.

There was a consignment of potatoes from T. Schofield, Mulgrave, in the early part of January; one from Mr. Stubbs, also Mulgrave (letter enclosed marked C); one from Mr. Gosper, from Windsor (letter enclosed marked D); and there is one other, the letter we cannot find at present but will forward when we come across it.

We also enclose you a letter marked E, wherein you will see that we have good cause for complaining as per our letter of the 28th ultimo.

Please return the enclosures.

We are, &c.,

HALL, PRINCE, & CO.

See my minute of 7/2/81* on other papers respecting the supposed object Mr. Prince has in view in * See page 27. preparing these complaints. Put by.

[Enclosures to Messrs. Hall, Prince, & Co.'s letter of the 3rd February, 1881.]

A.

Mr. T. Cleary to Messrs. Hall, Prince, & Co.

Pitt Town, 25 January, 1881.

I received cheque and weights for the last two trucks. I am well pleased this time, they correspond within $\frac{1}{2}$ cwt. of each load. The next I send I will be careful in weighing.

Yours, &c.,

THOMAS CLEARY.

B.

Mr. J. Cobreavy to Messrs. Hall, Prince, & Co.

Windsor, 21 January, 1880.

Gentlemen,
I received the returns for my three loads of hay and straw. I wish to show you the deficiency of each load.

The first load was 1 cwt. and 1 qr., the second load was 3 cwt., the third load was 5 cwt. less. Now I see by your circular that you accuse the farmers of shifting from one agent to another on account of the prices varying, but that is not the true reason of it—it is because the weights are so unsatisfactory. I changed from Mr. Ellis through the loss in weight in a truck of straw of 5 cwt., and also in 26 cwt. of potatoes I lost $2\frac{1}{2}$ cwt. That is the reason why the farmers shift about.

Mr. P. Vaughan had a loss of 13 cwt. in 1 truck of hay, with Mr. Ellis, and then he changed and sent to yourself 1 load of hay and straw, and I think it was a loss of 8 cwt.; and J. Davis sent a load to you last week, and had a loss of 6 cwt. I need not mention Mr. Cleary's, you know all about that.

I do not accuse the auctioneers of their loss, what we do accuse them of is neglecting our produce when paid for. I see by your circular a remark thrown out to send a trustworthy man to watch their interest at sales. I approve of that plan. I believe the farmers will have to do something of that kind before long. I cannot go into it fully here, but I am sorry I did not meet with you on Saturday.

I think I have shown why the farmers shift about.

It has been said the Mulgrave bridge is not correct, but I maintain it is. I have sent some hundreds of bushels of maize up the country, and have never had any complaint.

Yours, &c.,

JAMES COBREAVY.

C.

Mr. J. Stubbs to Messrs. Hall, Prince, & Co.

Pitt Town, 10 January, 1881.

Gentlemen,

The truck of oaten sheaves I consigned to you, but it was ticketed to some one else.

Yours, &c.,

JAMES STUBBS.

D.

D

Mr. J. T. Gosper to Messrs. Hall, Prince, & Co.

Gentlemen,

Terrace-street, Windsor, 3 January.

Your note to me by this night's mail, in reference to the consignment of my corn for this day's sale. I was not aware the corn was consigned to Wells & Smith until too late to alter the consignment, for when I sent one of my men to the railway station with it I plainly told him to send it to Hall, Prince, & Co., and did not know but what it was sent according to order until he gave me the consigning-note. I then spoke to him about it. However, he says it was the porter that made the mistake.

I intend to load some for you to-morrow (Tuesday).

Your weights correspond with the Windsor weighbridge for the 68 bags of corn I sent to you before.

Yours, &c.,

J. T. GOSPER.

E

Mr. J. Davis to Messrs. Hall, Prince, & Co.

Sir,

Pitt Town, 27 January, 1880.

As I have not got any return for my potatoes yet, as some of them has been been down a fortnight, people are now making great complaints about having to wait so long for their returns, and you are apt to lose a good deal of your custom, as we do not know what our goods bring until we get our returns.

I have about 20 tons of prime potatoes, and I would like you to tell me now what they bring, as soon as you can, guarantee they are not grub-eaten.

I wish when you send me a circular you would let me know what my potatoes bring.

Yours, &c.,

JOHN DAVIS.

No. 16.

Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, 22 January, 1881.

We have the honor to bring to your notice irregularities existing at the Darling Harbour Station which are very detrimental to us in our business.

On the 19th we had two lots of potatoes consigned to us and manifested as being in truck D 222, whereas there was only one lot, no knowledge of the whereabouts of the second lot being known. To-day we are informed that they were wrongly entered on the manifest, and the second lot should have been entered as being in truck 967. Through this neglect of proper entering on the manifest we were unable to sell the produce on the day of arrival, and the consequence is the owner suffered a loss of fully 10s. per ton, the market having fallen considerably during the interval.

The foregoing is continually occurring at the Darling Harbour. As at to-day's sale, there were several trucks not manifested at 10:30 a.m., although they were on the line of sale and had been to our knowledge more than *two* hours previously. We are unable to get *any* satisfaction or information respecting these irregularities from *any* of the officials at Darling Harbour, and least of all from the Station-master.

The keeping of produce from sale to sale may appear of little or no consequence to the Department, but we beg respectfully to assure you it is a very serious one to the farmer, more especially in falling markets.

We would respectfully call your attention that the working of the Darling Harbour Station is very faulty, and needs considerable reform.

We have, &c.,

HALL, PRINCE, & CO.

I should like to have an early report from the Traffic Manager in this matter. How is business conducted at Darling Harbour.—CH. A. G., 22/1/81.

Darling Harbour, for report.—W. V. Read, *per* D.K., 25/1/81. (Urgent.)

The attached Mulgrave invoice of the 19th instant will show the entries of consignments complained of by Hall, Prince, & Co., and the accompanying correspondence between Mulgrave and Darling Harbour will give all necessary information respecting the wrong trucking of one of the consignments. As the manifest is copied from the invoices, the wrong entry of truck in this case could not be avoided. The former consignment of 24 bags was sold on the 19th, and on discovering the latter lot, 14 bags, to be deficient, I took immediate steps to have the yard searched to see if they could be found in another truck, wiring promptly to Mulgrave for information. A lot of 14 bags was found in D 967, but too late for the sale of the 19th instant. On receiving the reply from Mulgrave, I sent Porter Woodcroft to advise Hall, Prince, & Co. on the morning of 20th instant of the error in truck number, and to say that the potatoes would be properly placed for sale on 21st instant. The lot was sold on 21st instant by Hall, Prince, & Co., whereas they state they were informed on the 22nd.

It is very necessary that the manifests be posted outside the office before 9 a.m., giving as much information to the auctioneers as the invoices will admit, so that the sales may commence punctually at 9 a.m.; and it is the custom whenever late invoices arrive showing produce to be manifested that Weigh-clerk Dickey takes the particulars immediately on their arrival and furnishes each auctioneer with the same.

The non-manifesting complained of was caused through a similar occurrence, but Hall, Prince, & Co. were supplied with the information of what trucks were for them, and the destination cards on the trucks also would give sufficient information to decide the names of senders and consignees.

I am not aware of any reasonable information being refused to this firm by any of the Darling Harbour staff; and respecting the unjust charge made against me as being the official from whom least information can be obtained, I beg to state this firm is the only one to my knowledge who has ventured to attack me on such a groundless charge, attempting to blast my sixteen years' reputation as a civil and obliging officer.

The working of Darling Harbour Station is, I think, worthy of inspection, and any reform will receive immediate attention,—

CHAS. PAULL, 27/1/81.

P.S.—I append Porter Woodcroft's statement about going to H., P., & Co. about the Mulgrave potatoes in D 967; also Weigh-Clerk Dickey's statement about trucks not manifested.—C.P.

[Enclosures.]

[Enclosures.]

Memorandum to Traffic Manager.

Sir, Darling Harbour Station, 28 January, 1881.
I beg to state that on the 20th instant Mr. Paull sent me to Hall, Prince, & Co.'s office early in the morning to inform them that the potatoes invoiced in D 222 on 19th instant were wrongly trucked, and should have been in D 967. I also told them that the potatoes would be put out ready for the next market.
W. WOODCROFT,
Auctioneers' Porter.

Memorandum

Memorandum to Traffic Manager.

Sir, Darling Harbour Station, 28 January, 1881.
I beg to state as soon as I received the Emu Plains bills from the messenger on 21st, I took the copy and showed it to Mr. Prince about a quarter-past 10 o'clock. The trucks were sold before we received the invoices (two trucks for Hall, Prince, & Co.).
JAS. DICKEY,
Weigh-clerk.

Memorandum to Station-master.

Darling Harbour Station, 20 January, 1881.
In answer to reply from Mulgrave, that 961, with 14 bags potatoes, which they say left that station yesterday, I beg to state that this truck has not arrived at this station. We have received D 967, containing 14 bags potatoes, from Mulgrave yesterday.

W. WOODCROFT,
Auctioneers' Porter.

Telegram from Station-master, Mulgrave, to Station-master, Darling Harbour.

The 24 bags went in D 222, and the 14 bags from Davis will be found in D 961 which left here this morning. Only 14 bags received in D 967. No such truck as 961 to hand, and 24 bags in D 222, as per invoice.—CHAS. PAULL. 21/1/81. S.-m., Mulgrave.

Memo. to Station-master.

Darling Harbour Station, 19 January, 1881.

Invoiced from Mulgrave this morning—D 222 J. May to Hall, Prince, 24 bags potatoes; J. Davis to Hall, Prince, 14 bags potatoes. This truck contains only 24 bags potatoes. Please advise.
W. WOODCROFT.

Hall, Prince, & Co. claim that they should have 24 bags of potatoes from J. May and 14 bags from J. Davis; we have only received 24 in all in D 222. Reply at once where I am to find the 14 bags for J. Davis.—CHAS. PAULL, 19/1/81. S.-m., Mulgrave.

Davis's potatoes in D 961.—D.C., 20/1/81.

Found in D 967 and not D 961. Please note and return this paper.—CHAS. PAULL, 21/1/81.

I wish to know more about the trucks which arrived without invoices. How many were there of them, when did they arrive, and when were the invoices received? When were the contents of the trucks sold and what delay was caused by the non-arrival of the invoices? Has such a thing frequently occurred, as Hall, Prince, & Co. state?—W. V. READ, *per* D.K., 29/1/81. Mr. Paull, Darling Harbour.

Only one truck on that date arrived, 21/1/81, not invoiced D 1,817, from Emu Plains, which was properly ticketed Corless to Hall, Prince, & Co., which was sold by them on the morning of the sale. We got the invoice on the following morning, but H., P., & Co., delivered the goods on the day they were sold, so that there was no delay through there being no invoices.—CHAS. PAULL, 31/1/81. Traffic Manager.

Who is responsible for giving the wrong truck number on the invoice? I notice that it is stated twice by the S.-m., Mulgrave, that the potatoes were in D 961, whereas they were found in D 967.—W. V. READ, *per* D.K., 1/2/81. S.-m., Mulgrave. (Urgent.)

The consignment note was made out by Porter Heard; the number of the truck is D 961 on the same. The non-entry of the number on the invoice is an error on my part.—THOMAS CAVANOUGH, 2/2/81. Traffic Manager.

Through an error on the part of the Station-master at Mulgrave, the two consignments of potatoes referred to by Hall, Prince, & Co. (24 and 14 bags, respectively), were invoiced as being in the same truck, D 222, whereas only the former lot was in the truck named, and the other was in truck D 967, but before the mistake was discovered the sale for the day was over.

For this mistake the staff at Darling Harbour are in no way to blame, because they have no other means of filling up their manifests but from the invoices.

The 24 bags were sold on the day of arrival (19th January), and as regards the 14 bags Hall, Prince, & Co. are scarcely accurate in their statements. Writing under date the 22nd January, they say, "To-day we are informed that they were wrongly entered on the manifest"; thus apparently inferring that up to that time the potatoes had not been sold, while in reality they were informed on the morning of the 20th January how the mistake had arisen, and the potatoes were sold on the morning of the 21st.

I am afraid it is not possible to give an excuse for the mistake which would be accepted by Hall, Prince, & Co. It is simply one of those mistakes that will happen at times, and I am quite sure none of the other auctioneers would have complained under similar circumstances.

As regards Hall, Prince, & Co.'s statement that several trucks were at Darling Harbour not manifested on the 21st (it could not be the 22nd because that was not a sale day), it turns out on inquiry that there was only one truck without invoice, and it was ticketed from Colless, Emu Plains, to Hall, Prince, & Co., and the contents were sold on that morning, so that the absence of the invoice did not delay the sale in the slightest degree.

I am perfectly satisfied that Darling Harbour is well managed, and I think there is sufficient proof of this in the fact that of all consignees at that station, Hall, Prince, & Co. are the only ones who complain.—W. V. READ, *per* D.K., 3/2/81.

Send copy of this to Hall, Prince, & Co.—CH. A. G., 8/2/81.

The Commissioner for Railway to Messrs. Hall, Prince, & Co.

Department of Public Works, Railways Branch,

Gentlemen,

Sydney, 9 February, 1881.

With reference to your letter of the 22nd ultimo, complaining of having been subjected to loss through an error being made in entering a consignment of potatoes on the manifest at Darling Harbour, I have the honor to inform you that an inquiry has been made in the matter, and I enclose you copy of the report furnished by the Traffic Manager.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, 12 February, 1881.

In reply to yours of February 9th, No. 81-466, we have the honor to inform you that the fact of our having stated we only knew of the whereabouts of the potatoes on the 22nd instead of the 20th did not in any way affect the complaint we made, and which the Traffic Manager is perfectly aware of. We were unable to dispose of the produce on the proper day of arrival, and when sold on the succeeding sale day had to be disposed of in a falling market compared to the one on which we should have sold. Mr. Read cannot get out of this, and we fail to see why our constituents should be called on to suffer these losses occasioned by Railway officials whether at Mulgrave or here.

The concluding remark of Mr. Read's—that we are the *only firm complaining* at Darling Harbour—is more to his discredit than otherwise, for it goes clearly to prove the “*espionage*” we labour under.

Yours, &c.,

HALL, PRINCE, & CO.

Traffic Manager to see.—D. V., 17/2/81.

Could Mr. Paull by any possibility find out what the 24 bags of potatoes realized per cwt. on the 19th January, and what the 14 bags realized on the 21st? If not, how did other potatoes sell on those days.—W. V. READ, *per* D. K., 19/2/81. Darling Harbour.

The 24 bags potatoes were sold as follows:—12 bags to Mr. Eagan, Crown-street, Surry Hills, at 4s. 8d. per cwt., and 12 bags to Service, Crown-street, Surry Hills, at 4s. 8d. per cwt.; and the 14 bags were sold to Mr. Maxwell, Parramatta-street, at 4s. 6d. per cwt.—CHAS. PAULL, 22/2/81. Traffic Manager.

The difference in price was only 2d. per cwt., and on the 14 bags this would only amount to 4s. 1d. It is not therefore correct that Hall, Prince, & Co.'s constituents suffered a loss of fully 10s. through the mistake of this Department.—W. V. READ, *per* D. K., 23/2/81.

If by “*espionage*” Hall, Prince, & Co. mean “*espionage*,” I do not see how the context of their letter makes the use of the word applicable. To say that they are the only firm complaining does not show that the Department employs spies. I think Hall, Prince, & Co. mean to say that the fact that they are the only firm complaining indicates that they are treated in an exceptional manner.

Are they treated in any way different to other produce agents, and do they receive the like facility and attention? I should be sorry to think that any distinction was made.—CH. A. G., B.C., 28/2/81. Goods Superintendent.

For inquiry and report as regards the latter part of Commissioner's minute of 28/2/81.—W. V. READ, *per* W. H. C., 2/3/81. Mr. Paull for report.—G. EVANS, 3/3/81.

I am quite certain that the facilities and attention given to the firm of Hall, Prince, & Co. are, without doubt, equal to the facilities and attention received by other produce agents at Darling Harbour; and I am quite positive that I make no distinction with any one.—CHAS. PAULL, 4/3/81. Goods Superintendent.

Traffic Manager.—G. T. EVANS, 5/3/81.

I can fully endorse Mr. Paull's statement.—W. V. READ, 7/3/81. Commissioner.

No. 17.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf, Sydney, 22 January, 1881.

We have the honor to request that you will cause inquiries to be made of the weighing of produce at the Mulgrave Station, as we are under the impression some wilful mistakes are made by those who have the weighing of produce (hay and straw, lucerne, potatoes, &c.) which are consigned for sale to the Darling Harbour.

During the last month there have been the most glaring discrepancies in the weights of produce despatched from this station, and as it has occurred in *every instance* we can come to no other conclusion but what it is the result of design, not accident.

We would also respectfully call your attention that it is from *this station* that our trucks have of late been wrongly consigned, and which we drew your attention to in our communication of the 8th inst.

The foregoing being a matter of very grave importance to us, we solicit the favour of an early reply.

We have, &c.,

HALL, PRINCE, & CO.

Acknowledge receipt; then to Traffic Manager for inquiry.—B.C., 24/1/81, CHAS. A. G.

Hall, Prince, & Co.'s statement is greatly exaggerated. I enclose a statement of all the consignments received from Mulgrave for Hall, Prince, & Co. for a month, and with the exception of a difference of 2 cwt. 1 qr. on twelve bags of potatoes, which that firm made a special complaint to the Commissioner about, and about which I replied on a previous paper, all the other differences are trifling and can be put down to the slight incorrectness of the weighbridge at Mulgrave, which, however, has since been tested and adjusted.

Hall, Prince, and Co.'s statement about trucks being wrongly consigned is also being answered on another paper, but it, also, is greatly exaggerated.—W. V. READ (*per* D.K.), 1/2/81. Commissioner.

A

A subsequent letter of complaint has come in from Hall, Prince, & Co. I have seen also the circular they issue to their constituents. It seems from this circular that Hall, Prince, & Co. found their claim to support on the efforts they are making to get the alleged incorrect weighing rectified—the more they address the Department on the subject the greater their zeal appears. They explain in the circular that the reason the other firms do not complain is because they have “grown fat” in pillaging the producer—representing that less weight has been received by them than weighed out, and throwing the blame on the Department. They do not complain, Hall, Prince, & Co. say, because an inquiry would show that it is not a mistake made by the Department, but pillage by the produce agents.

Setting aside the evident maliciousness (for trade purposes, of course) of this charge, the absence of all logical sequence is lost sight of by the writers. If there is no incorrect weighing for other firms, but all deficiencies are due to their dishonesty—how is it that the weighings of produce sent to Hall, Prince, & Co. are incorrect? After reading their circular I am forced to the conclusions that these complaints are not *bond fide*, but are made for the purpose of showing the farmers how zealous in their interests Hall, Prince, & Co. are, and with the object of diverting the trade from other firms into their hands; notwithstanding this belief, however, every effort must be made to transact the business with a minimum of error, but it seems to me that the time of the officers of the Department is being occupied in investigating these continued complaints for the sole purpose of enabling Hall, Prince, & Co. to foster and increase their business. The Traffic Manager should obtain and read a copy of the circular alluded to and he will see then the object of these complaints.

Mr. Prince has threatened to have a copy of the correspondence called for by Parliament, and if he can get a member to move in the matter he will no doubt do so, as further publicity will then be given to his firm's zeal in the matter.—CHAS. A. G., 7/2/81.

I should like if Mr. Paull could obtain for me a copy of the circular issued by Hall, Prince, & Co.—W. V. READ (*per* D. K.), 8/2/81. Station-master, Darling Harbour.

Copies of papers appended.*—CHAS. PAULL, 10/2/81.

* See pages 29 and 30.

I have seen the circulars alluded to; the statements put forth would show that the railway weights are as correct as can be expected.—W. V. R., 11/2/81. Commissioner.

What reply shall be made to Hall, Prince, & Co.—D. V., 15/2/81.

I see that since my minute of 7/2/81 was written, Mr. McElhone has given notice of motion for the papers; under the circumstances a mere acknowledgement of Hall, Prince, & Co.'s letter will be sufficient.—CHAS. A. G., 21/2/81.

Done.—24/2/81.

No. 18.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Market Wharf Stores, Sydney, 21 February, 1881.

In support of our complaints respecting consignments of ours being continually either wrongly manifested or ticketed by railway porters or others, we enclose you a letter from a constituent at Bathurst (which please return). We also wish to call your attention that, on the 6th inst., a Mr. J. Wilbow sent to the railway station, Mulgrave, 11 bags of corn, which we are informed were ticketed in *blank*; the corn was manifested to us, but addressed on the tickets to Wells & Smith—on arrival, we were not allowed to sell it in consequence of the address and manifest not corresponding. On the matter being referred back to the loading station it is discovered that some railway official wrongly addressed it. You can draw your own conclusions how it is *this* firm invariably get our consignments, and whether we are not justified in believing the railway officials are to a very great extent to blame.

Yours, &c.,

HALL, PRINCE, & Co.

Traffic Manager for report *early*.—B. C., 22/2/81. CHAS. A. G.

Goods Superintendent for immediate inquiry.—W. V. READ (*per* D. K.), 23/2/81. Mr. Paull.—24/2/81.

Re the truck of straw sent to Wells & Smith, which Hall, Prince, & Co. say was theirs, I can only say that on 21/1/81 I found one truck from Yeats, Bathurst, invoiced to Wells & Smith, who got the same, and there being no complaint we were not aware that it was incorrect.

Re the 11 bags of corn from Mulgrave, you have the previous papers,* 81/732 sent to you 22/2/81.—CHAS. PAULL, 25/2/81. Goods Superintendent.

* See enclosure on page 23.

Station-master, Bathurst, for report. Attach the consignment note, G. T. EVANS, 25/2/81.

Consignment note herewith for the truck of straw referred to by Hall, Prince, & Co., which you will see has been delivered accordingly.—G. BONAMY, 26/2/81. Goods Superintendent, Redfern.

Let me have particulars respecting the corn at once, please.—G. T. EVANS, 28/2/81. Mr. Paul.

Particulars as follows:—On 14/2/81 there were 11 bags of corn consigned from Wilbow, of Mulgrave, to Hall, Prince, & Co., and when the sales were going on our porter went to mark the goods off who they were for; in the truck he noticed these bags were addressed *Wells & Smith Bros.*—my attention was at once called to this, and fearing there was a mistake I asked Mr. Prince and Mr. Smith to let the matter stand over until I had got a reply from sending station, and both Mr. Smith and Mr. Prince consented to this without a murmur. I received a reply from Mulgrave to say it *should be Hall, Prince, & Co.*, and the corn was sold at the next market by them.—CHAS. PAULL, 1/3/81. Goods Superintendent.

I attach the consignment-note for the truck of straw from Yeates, Bathurst. The 11 bags of corn from Wilbow, Mulgrave, were consigned to Hall, Prince, & Co., and loaded in a truck that contained another consignment for Wells & Co. The receiving porter at Mulgrave ticketed the corn belonging to Hall, Prince, & Co. for Wells & Co. in error. I attach his explanation.*—G. T. EVANS, 4/3/81. Traffic Manager.

* See page 23.

Porter Heard's action was very careless and deserves to be severely dealt with, but as his history has hitherto been good it will be passed over with a reprimand. He must be cautioned to be more careful in future.—W. V. READ (*per* D. K.), 7/3/81. Goods Superintendent.

Station-master, Mulgrave.—G. T. EVANS, 9/3/81.

I have cautioned Porter Heard; he says he is very sorry for making such a mistake, and he will endeavour to be more careful in future.—THOS. CAVANOUGH, 11/3/81. Superintendent Evans.

Traffic Manager.—G. T. EVANS, 14/3/81.

The

The Commissioner will see from attached consignment-note that the truck of straw from Bathurst referred to in Messrs. Hall, Prince, & Co.'s letter was duly consigned to Wells & Smith, Bros., and not to Hall, Prince, & Co., so that if any mistake was made it does not rest with this Department.

As regards the eleven (11) bags of corn, they arrived at Darling Harbour on 14th February, and it was found that while the corn was invoiced and consigned to Hall, Prince, & Co., the ticket on the truck bore the names of Wells & Smith, Bros. The matter was immediately brought under the notice of the station-master, who at once asked both Mr. Prince and Mr. Smith to let the matter stand over until there was a reply received from the sending station, and both consented to this without complaint.

The reply was that the eleven bags were for Hall, Prince, & Co., and they were accordingly delivered to them and sold on the following market day. The mistake in entering Wells & Smith's name on the truck ticket was that of porter Heard, of Mulgrave, who is little more than a lad, but whose history has hitherto been good. I have therefore passed this case over with a reprimand, and have warned him that should anything of the kind occur again he will be severely dealt with.—W. V. READ, *per* D. K., 15/3/81. Commissioner.

I see nothing in these transactions to justify Hall, Prince, & Co. assuming that Wells & Smith are favoured at their expense, any unprejudiced person upon reading the papers will see that this is one of those small mistakes that will occur in the conduct of any large business. Any business man, I am sure, on comparing the quantity of work done with the percentage (a very low one) of mistakes made, would say that the Railway Department was singularly free from error.

These two cases may be taken as the staple from which the complaints and unfair insinuations of this firm, Hall, Prince, & Co., are made. They assert with confidence that a truck of hay has been consigned to them and yet sent to Wells & Smith. They furnish documentary evidence in support of their statement, and yet when the consigning-note is produced we find that there is no truth in the charge.

At last, after numerous charges—not one of which has been found to be accurate—this case of the 11 bags of corn occurs; it is the one solitary case they have been able to establish—and after all, what does it amount to? The corn is consigned to Hall, Prince, & Co., but a lad at the sending station makes the thing doubtful by putting a ticket on the bags with Wells & Smith's name on it. The bags are not given to either firm, but they are both sent for at once by the Goods Superintendent, and it is arranged that the bags shall be delivered to the proper person to receive them, after inquiry has been made. These are the kind of complaints which Hall, Prince, & Co. make, and they get the papers called for by Parliament. Great expense has to be incurred in copying and printing them, and I think they will prove nothing beyond the querulous character of these people, who have given the Department, without sufficient cause, a great deal of unnecessary trouble.—CHAS. A. G., 19/3/81.

Write letter to Hall, Prince, & Co., stating briefly the result of inquiry.—CHAS. A. G., 19/3/81.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Department of Public Works, Railway Branch,
21 March, 1881.

Gentlemen,

Referring to your letter of the 21st ultimo enclosing a letter from Mr. Yeats, of Bathurst, in support of your complaint respecting consignments forwarded to you being wrongfully manifested, or ticketed by the railway officials, and stating that on the 16th February last Mr. Wilbow forwarded 11 bags of corn to the Mulgrave Station, and which you allege were ticketed in blank, and that although the corn was manifested to you it was addressed to Messrs. Wells & Smith, and in consequence you were not allowed to sell it through the address and manifest not corresponding, I have the honor to inform you that I have caused strict inquiry to be made, and I forward herewith copy of a report received from the Traffic Manager in the matter.

Mr. Yeats' letter returned herewith.

I have, &c.,
CHAS. A. GOODCHAP,
Commissioner for Railways.

[Enclosures.]

Memorandum to Station-master.—Invoiced from Mulgrave C49, 11 bags corn, James Wilbow to Hall, Prince, & Co. These bags are addressed to Wells & Smith. Which is correct? Please advise.—W. WOODCROFT, auctioneers' porter. Darling Harbour Station, 16 February, 1881.

I saw the address and it is in Mr. Cavanough's own handwriting. Kindly reply at once. Very important.—CHAS. PAULL, 16/2/81. Station-master, Mulgrave.

The consignment is for Hall, Prince, & Co.; the address is not of my writing. While I was helping to load the corn porter Heard wrote the addresses and put it on the bags.—THOMAS CAVANOUGH, 17/2/81. Station-master, Darling Harbour.

This corn was kept over until I heard from Mulgrave and sold by Hall, Prince, & Co. this morning. It is a great pity that this thing has happened, as it only leaves room for Hall, Prince & Co. to complain.—CHAS. PAULL, 18/2/81. Goods Superintendent.

Why did the porter interfere with the bags at all? Why did he address them? And how is it he addressed them for Wells & Smith Bros. instead of to Hall, Prince, & Co. I see the truck was ticketed Wells & Smith as well. Let me have the consignment-note and porter Heard's explanation in writing.—G. T. EVANS, 18/2/81. Station-master, Mulgrave.

Consignment-note herewith; the bags were not addressed, and as there was another lot of corn in the same truck the porter made a ticket out for the two lots and sewed it on one of the bags to make a distinction, but entered the wrong name of consignee in mistake.—THOS. CAVANOUGH, 21/2/81. Superintendent Evans, Sydney.

Porter's explanation.—Sir,—I beg to state that Wilbow came to this station with some corn and requested me to make out the consigning-note. He told me it was for Hall, Prince, & Co., but in the hurry of looking after other trucks I mixed the name with a lot for Wells & Co., that were loaded in the same truck, and I was not aware of the error until informed by station-master Cavanough.—WILLIAM HEARD, Mulgrave Station.

Have Hall, Prince, & Co. made any complaint? Why did you not wire to Mulgrave seeing this was an urgent matter?—G. T. EVANS, 21/2/81. Mr. Paull. There

There was no complaint ; so soon as the mistake was noticed I told Mr. Prince and Mr. Smith, and they both consented to let it stand over until the next market. I should have wired to Mulgrave but I would not have got a reply in time for that day's sale as this truck was at the first part of the sale, and I would not have had a reply until about two hours afterwards.—CHAS. PAULL, 22/2/81. Goods Superintendent.

No. 19.

Minute by Commissioner for Railways.

Hall, Prince, & Co.'s charges against the Railway Department.

OBTAIN the circular issued by Hall, Prince, & Co., in which they accuse the produce agents with "growing fat" on these peculations * which they have attributed to the Railway Department. Draw up a paper based upon this circular, showing how the identical produce agent who complains has himself attributed the losses, not to incorrect weighing or peculation by the railway men, but to the vagaries of the produce agents themselves.

* This has reference to an article which appeared in the Sydney Daily Telegraph on the 8th March, 1881, in reference to the loss of produce, &c., while in transit by railway.

As regards loss of sheep point out that the Department were often charged with losing sheep because the senders by their agents, either wilfully or accidentally, miscounted them into the truck. Sometimes, owing to this miscalculation, more sheep are delivered than the consignor thought he had sent ; but nothing is said about this.

That the discrepancies arose in this way, and not by peculation or robbery, is evidenced by the fact that since the wire locks and seals have been in use—more than twelve months—no complaints have been made.

The Department cannot be accused of delivering fewer sheep than they received, because each van is sealed with a leaden seal run through a small wire not much larger than an ordinary hair-pin. These seals afford no protection against the trucks being robbed ; a child could break the seal, but it remains intact—a silent certificate that the trucks have not been tampered with while the sheep have been in the possession of the Railway Department.

The desperate characters who are said to have walked off with seventeen sheep,* notwithstanding that the owner, for greater security, accompanied the train, would not be deterred from stealing sheep because a lady's hair-pin and a leaden seal the size of a fourpenny piece stood in the way. Why are not the seals broken and the sheep stolen now? Detection is not made less difficult, but the false charges against the Department are made more difficult—in fact, are made impossible ; because the trucks are delivered with the seals unbroken. We prove by irrefragable testimony that the sheep are not stolen by the Railway servants. Mr. Prince states in his own circular that his brother produce agents have grown fat upon the peculations they have committed, which they have falsely attributed to the Railway Department, and burked inquiry for fear of being detected.

Traffic Manager, B.C.

CHAS. A. G., 19/3/81.

Mr. Paull will please obtain a copy of the circular referred to by Commissioner.—W. V. READ, per D. K., 21/3/81. Mr. Paull.

Circulars appended.—CHAS. PAULL, 24/3/81. Traffic Manager.

[Enclosures.]

EXTRACT from Messrs. Hall, Prince, & Co.'s circulars referred to above.

* * * * *

It would be very beneficial to farmers if they were to agitate and get their members of Parliament to induce the Railway Department to take notice and enter on the consignment sheet contents of *coops of poultry, number of numkins in a truck*, and various other matters in which the sender is invariably the sufferer, either by short *weight, number, or quantity*.

It would be beneficial to the railway and the owner, for the Department is often made the scapegoat for the misdoeds of others ; and, we have no hesitation in saying, that there are some who have fattened and grown rich by such. These dishonest practices may not be so frequent now-a-days as they were a few years back, but they do occasionally occur, and, as we have stated, there is only one sufferer, "the Farmer," therefore, there is all the more reason why he should bestir himself, and get matters altered.

* * * * *

We were instrumental in getting the Government to erect a new weighbridge expressly for hay, straw, and chaff, and the platform large enough to take on horse and dray, so that the difficulty of not getting the horse clear of the harness when the dray only was weighed was got rid of ; yet withal, matters are no better, and the complaints of short weights are on the increase instead of otherwise. We have instituted the plan of having a horse and dray weighed each time before loading ; we have a most careful man who superintends all our weighings, and we send our customers (when asked for) the Government weighbridge receipts to show that they correspond with the returns forwarded, and in spite of our care and attention we are continually getting complaints of less weights here than were despatched. We have personally superintended the weighing here, and after weighing on the Government bridge have sent the loads to two or three public weighbridges to test the accuracy of the weights, and have seldom, if ever, found any discrepancy—nevermore, than one quarter of one hundredweight in a load, and which would be easily accounted for, as the Railway Department do not reckon anything under 14 lbs., and if over that they charge 28 lbs. (a quarter), so that we are quite sure as to the correctness at Darling Harbour. In addition to the foregoing we also know that the weighbridge is regularly adjusted.

A.—Now, with regard to the weighings by farmers and at loading stations—we are daily having proofs of the errors that take place—farmers, as a rule, *tare* their drays once and take that weight for granted as always being correct, quite ignoring the fact that the weather materially affects such ; there is gross carelessness exhibited in weighing—when the horse stands off the weighbridge platform some portion of the harness not being perfectly free, so that the shafts of the dray cannot move freely with the weighbridge platform. We have also known farmers who weighed their own produce take the wrong side of the indicating balance as to their weights, which of course means a difference of 3 or 4 cwt., either for or against. We have known the same thing to occur in weighing with steelyards, these latter requiring a person thoroughly acquainted with their use to weigh correct.

We

We know of instances of farmers loading their trucks, weighing same, and taking the tare of such trucks as painted on them for granted as being correct, when it is a well-known fact that they seldom or ever are so. We have known an instance of 8 cwt. difference in their actual weight and the tare marked on them. Now, we merely write the foregoing to show how errors can occur, and the necessity of every precaution being observed, both at loading and delivery stations, in the weighing of produce. We are also aware that unprincipled persons having imputed to the railway the errors they *wilfully* make themselves. And we also know the farmers have been, and are, gross losers by such nefarious transactions.

We don't wish to sing our own praise, quite the reverse, but we can honestly maintain that since we have been in the produce business we have done everything possible in our power to get our customers full and honest weights for their produce consigned to us, and we furthermore add, and have always done so, that if the produce is properly weighed by the sender, not to weigh one truss, or bag, or bale, and average all the others; but to weigh all, or, if in a dray or waggon, weigh such dray or waggon immediately after loading the rail-truck, then there could not be, nor *would* not be, such great differences as are continually occurring. Farmers must not forget that hay and straw and even chaff lose in weight, more especially new hay, sheaves, green lucerne, and such like produce as is likely to be affected by the heat or dry weather. Neither must they forget that in handling hay and straw a fair allowance must be made for the loading and unloading, and with bundles and trusses this is very much more than many give credit for, as a truck of 40 or 50 bundles would easily lose from 2 to 3 lbs. and even 4 lbs. each in the loading of the truck and the unloading, as also sampling when sold, so that fully 1 to 1½ cwt. should be allowed as a fair margin in *bundles and trusses* of hay, even when *dry*, and a further allowance if *green*, as the weather materially affects it. In regard to lucerne, when green, we have known it dry up in two days over 3 cwt. in a truck. This may appear excessive, but it is a fact, and should not be lost sight of, whilst if the weather is damp it is affected by the moisture in the atmosphere, and would not lose but most likely gain (if lucerne especially). On more than one occasion we have suggested to some of our hay senders to come down to the sale, see the hay or straw, or whatever it is, weighed personally, and we are prepared to pay their expenses in such cases when important differences have occurred, so that they may be satisfied as to the correctness of our dealings with them. We have been told by some of our customers (and we believe them) that one of the principal reasons farmers shift so often from one agent to another, is the continual difference in the weights; such being the case, it is not to be surprised, but we would point out the great necessity on the part of the farmer of making sure that his own weighing is correct, before he does, perhaps, an act of injustice by shifting from his agent, although, as we have previously stated, we firmly believe there are some firms who have traded on this *short weight dodge* for years, in fact grown fat upon it. This only shows farmers the necessity of combined action, and, as was said last week, *have a trustworthy man of their own* at the Darling Harbour sales to watch their interests. If such was done we are quite convinced there would not be much shifting from agent to agent, and a straightforward one would have a chance of holding his own, which he has not now.

HALL, PRINCE, & CO.

Minute by Traffic Manager.

I enclose one of the circulars issued by Hall, Prince, & Company, and in the one dated 28th January last will be found the remark that "the Department is often made the scape-goat for the misdeeds of others, and we have no hesitation in saying that there are some who have fattened and grown rich by such." They do not say who have "fattened and grown rich," but I think there can be no doubt that the auctioneers or agents are referred to.

The paragraph marked A in the circular dated 22nd January, points out in very unmistakable terms that the bad system of weighing rests with the farmers themselves, who, "as a rule, *tare* their drays *once*, and take that weight for granted as always being correct, quite ignoring the fact that the weather materially affects such."

Then the circular goes on to say that "farmers must not forget that hay and straw, and even chaff, lose in weight, more especially new hay, sheaves, green lucerne, and such-like produce as is likely to be affected by the heat or dry weather. Neither must they forget that in handling hay and straw, a fair allowance must be made for the loading and unloading, and with bundles and trusses there is very much more than many give credit for, as a truck of 40 or 50 bundies would easily lose from 2 to 3 lbs., and even 4 lbs. each in the loading of the truck and the unloading, as also sampling when sold, so that fully 1 to 1½ cwt. should be allowed as a fair margin in bundles and trusses of hay, even when *dry*, and a further allowance of *green*, as the weather materially affects it. In regard to lucerne when green, we have known it to dry up in two days over 3 cwt. in a truck. This may appear excessive, but it is a fact and should not be lost sight of, whilst, if the weather is damp, it is affected by the moisture in the atmosphere, and would not lose, but most likely gain (if lucerne especially)." * * * *

"We have been told by some of our customers (and we believe them) that one of the principal reasons farmers shift so often from one agent to another is the continual difference in the weights. * * * But we would point out the great necessity on the part of the farmer, by making sure that his own weighing is correct before he does, perhaps, an act of injustice by shifting from his agent; although, as we have previously stated, we firmly believe there are some firms who have traded on this short-weight dodge for years, in fact, grown fat upon it."

So much, then, as regards differences in weight between the forwarding and receiving stations.

With reference to the loss of turkeys, the explanation is quite as satisfactory as far as the Railway Department is concerned. The consignment (for Hall, Prince, & Co.) left Goulburn in weak coops or cases. They were loaded in an open truck, and before the train had reached Marulan the turkeys had forced themselves out of the coops; a number of them had flown away, and some were caught and put back in the cases, which were then securely nailed together. Hall, Prince, & Co. were duly informed of this.

As regards sheep going amissing, there has never been the slightest ground for charging the Department with the loss of them. The senders have always loaded the trucks themselves, and the sheep are not counted by any one belonging to the Department, so that we have never been in a position to say what number

number were in a consignment either at the forwarding or receiving stations. For the purpose of looking after the stock in transit, passes were issued to drovers to accompany the stock, and still there were complaints of missing sheep. Eventually it was decided to secure the doors of all loaded sheep-vans with wires and seals, and since then I have not seen a single complaint about missing sheep. I do not believe that the seals have insured greater safety as far as the Department is concerned, but they have certainly left no excuse for the owners of sheep making complaints about any going astray.

W. V. READ, per D.K., 28/3/81.

The Commissioner.

No. 20.

Messrs. Hall, Prince, & Co. to The Commissioner for Railways.

Sir,

Sydney, 2 May, 1881.

We have the honor to request your early attention to the complaint contained in the enclosed letter of Mr. C. Hade, of Newbridge, and at the same time would mention that several of our constituents complain of incivility and hardships experienced at small loading stations from those in charge in consequence of the publicity we have had to give on more than one occasion respecting the shortcomings of Railway employes.

This is mere assumption, I trust.—CHAS. A. G.

We would respectfully point out that if the Station-master at Newbridge gets to know that Mr. Hade has instituted a complaint against him, it will be almost next to impossible for Mr. Hade to continue sending produce from this station. The Mr. Armstrong mentioned in the letter consigns his produce to Mr. T. R. Smith, M.L.A., and as we have more than once pointed out to you that this gentleman (Mr. Smith) being a Member of Parliament, seems to have certain of the Railway employes under his control, to the great disadvantage of others connected in a similar business to his own.

This is a wrong conclusion, I am sure.—CHAS. A. G., 8/5/81. An unworthy suspicion, no doubt.—CHAS. A. G., 3/5/81.

We trust you will take the necessary steps to have this matter rectified, and in such way that our constituent will not be the sufferer.

Yours, &c.,
HALL, PRINCE, & CO.

P.S.—The trucks mentioned will, I believe, be at Darling Harbour to-morrow.—H., P., & Co.

[Enclosure.]

Mr. G. Hade to Mr. Prince.

Dear Sir,

Newbridge, 2 May, 1881.

I just want to draw your attention to a fact, and that is, I am a sender of hay from Newbridge, and so is a person named C. Armstrong.

Now, our Station-master won't give us the same privilege in loading our bit of stuff as he does Mr. Armstrong. He only allows me to put 27 bales on a D truck, and he allows Armstrong to put 30 bales on. The bales are just exactly the same length. He confines me to put one tier longways and one tier endways. He won't allow me to put my middle tier on the same as Armstrong. He gets about 8 cwt. more on each truck. The bales are exactly the same size.

Now, I just want you to see my truck, D 1,765, at your next sale, and see Armstrong's truck, D 85, consigned to Smith Brothers, and just measure the length of both lots of bales.

I only want the same privilege as another man. I pay just the same for my truck as another man.

The whole facts of the case are these. The Station-master, Mr. H. J. Giddy, is a very great Orangeman, and so is Mr. Armstrong. Suppose trucks are short, Mr. Armstrong must get the first privilege of empties (or some other Orangeman). We, as free liberals to black, white, or copper-colour, have to put up with too much inconvenience. Why should the Station-master trouble himself as long as my hay will go through the gauge, and I cannot see, for the life of me, why Mr. Armstrong should be allowed more privileges than any other man—not because he is king of an Orange Society. Now, just have a look at the bales, and carefully measure the length of both men's bales, and see if you see any difference. He is allowed to put 12 bales on his middle tier, and I 9. He says he will have his way in loading all stuff; but surely a man is not going to be put to the ground because he has a liberal mind of his own.

Yours, &c.,
G. HADE.

I send this to Traffic Manager specially to inquire into. Please report with reference to the trucks referred to; one for Hall, Prince, & Co., the other for Smith Bros.—CHAS. A. G., B.C., 8/5/81.
Station-master, Darling Harbour, for report.—W.V.R.

Mr. Chas. Paull to The Traffic Manager.

Sir,

Darling Harbour, 4 May, 1881.

Re Messrs. Hall, Prince, and Co.'s letter, with letter from Hade.

I have very carefully examined both these trucks on arrival this morning. Hade's is loaded with 27 bales of hay, and Armstrongs with 30 bales.

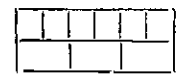
Hade's bales are 4 feet 8 inches long; and Armstrong's bales are 4 feet 5 inches long.

Hade's truck is loaded with three tiers, in the following manner:—Bottom tier, 9 bales, all fore and

aft. Next tier, 9 bales, crossways, viz.,

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 and then 9 bales on the top tier, viz.,



Height of load, 11 feet 2 inches from rail with flat top; width, 7 feet 6 inches.

Armstrong's truck has also three tiers. 9 bales on bottom tier, fore and aft; 12 bales on next tier,

viz.,

 crossways; and then 9 bales on top crossways, viz.,

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 30 bales in all.

All

All the bales are the same width, but the difference is in the length. It will be seen at once that, had the Station-master loaded Mr. Hade's truck in the same way as Armstrong's, that the width would have been 9 feet 4 inches across the truck, which would be against our Rules (see Goods Rate Book). Armstrong's was 8 feet 10 inches.

CHAS. PAULL.

What weights did each of the trucks contain? Armstrong's truck seems to have exceeded by 4 inches the width prescribed by the rate book. Reply first thing to-morrow morning.—W. V. READ, *per* D. K., 4/5/81. Station-master, Darling Harbour.

Hade's truck weighed, 4 tons, 2 qrs.; Armstrong's, 4 tons 16 cwt.

I think a part of the difference in weight can be accounted for through Armstrong's hay being very fine, which made it weigh heavier than Hade's. I may mention that Armstrong's was loaded in one of our old trucks, and it is 8 feet wide, whilst Hade's truck was only 7 feet 10 inches. I should have sent you this yesterday but Prince's truck only went out this morning.—CHAS. PAULL, 6/5/81. Traffic Manager.

It appears from this that Mr. Hade's bales were larger than those of Mr. Armstrong's, and that if the former gentleman had been allowed to load them in the same way as the latter the width of the load would have been 9 feet 4 inches, or 10 inches in excess of the standard gauge. Had the bales been of the same size as Mr. Armstrong's I am quite sure that the Station-master at Newbridge would not have objected to Mr. Hade's loading in the same way.

I might, by the way, call the Commissioner's attention to the weight of hay on these trucks. It gives an effectual answer to the outcry raised by the auctioneers and farmers some time ago. W. V. READ, *per* D. K., 6/5/81.

Write fully to Hall, Prince, & Co.—CHAS. A. G., 8/5/81.

The Commissioner for Railways to Messrs. Hall, Prince, & Co.

Department of Public Works, Railway Branch,
Sydney, 16 May, 1881.

Gentlemen,

I have the honor to acknowledge the receipt of your letter of the 2nd instant, enclosing a communication received from Mr. G. Hade, wherein he complains of being unfairly dealt with by the Station-master at Newbridge in not being allowed to load the same number of bales of hay in a truck as Mr. Armstrong.

I note that in forwarding this letter you make several charges against the Railway employees, which seem to me to have no justification whatever.

You state, first, "that several of your constituents have complained of being treated with incivility, and of having experienced hardships from those in charge at small loading stations, in consequence of the publicity given by you respecting the alleged shortcomings of Railway employes; further, that if the station-master at Newbridge becomes aware that this complaint has been made against him, it will be impossible for Mr. Hade to continue to send goods from that station"; and again, "that Mr. Armstrong's goods are consigned to the firm of Messrs. Smith, Bros., who receive undue advantage from certain Railway employes."

Having concluded that you are correct in these insinuations, you seek to defend making them by the treatment which your constituent, Mr. Hade, has met with, and by contrasting it with the manner in which Mr. Armstrong was treated, the latter being the constituent of Mr. T. R. Smith, M.P.

The complaint made by Mr. Hade seemed to be so plausible, and your deduction so specious, that I thought it desirable a special inquiry should be made in the matter. From it I learn that although the truck loaded with Mr. Armstrong's hay contained 30 bales to 27 loaded by Mr. Hade, yet Mr. Armstrong's bales were only 4 feet 5 inches long, while those of Hade's were 4 feet 8 inches, and that, had the latter been allowed to load 30 in the truck, the width of the load would have been 9 feet 4 inches, or 10 inches in excess of the standard gauge.

From these facts you will be able to admit that while Mr. Hade had no ground for complaint the deductions made by you are equally unfounded.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

P.S.—In regard to the representations made by you and others as to the impossibility of the farmers loading the trucks to the extent which the Department have estimated, I would point out that the weight of hay carried in your client's truck (admittedly less than was carried in Armstrong's truck) was over 4 tons, while the scale of charges fixed by the Department is based on a maximum of 3 tons 5 cwt.—CH. A. G.

Miscellaneous Complaints.

No. 21.

Messrs. Ellis & Co. to The Traffic Manager.

Sir,

Sydney, 4 March, 1878.

We forward you Mr. H. R. Lowe's letter stating that he sent 1 case fowls, 2 pairs; 1 coop, 8½ pairs. We received only 7½ pairs from out of the coop, being 1 pair short, price 6s. 8d. The fowls were received and sold on the 15th February last. Please to reply.

Yours, &c.,

ELLIS & CO.

[Copy of letter from Mr. H. R. Lowe, referred to above.]

Mr. Henry R. Lowe to Messrs. Ellis & Co.

Dear Sir,

Balrally, Bingelley, 21 February, 1878.

Before receiving your account sales I was much surprised to find that there was 1 pair of fowls short, as I am sure that the number was eight, viz.: 2 pairs loose, and 8½ pairs in the coop, when they were delivered at Liverpool. Please to make inquiries about them; perhaps some of your men know what became of them, as they may have put them into another coop.

Yours, &c.,

HENRY R. LOWE.

The

The Traffic Manager to Messrs. Ellis & Co.

Traffic Manager's Office, Redfern Station,

Sydney, 8 March, 1878.

Gentlemen,

I have the honor to state in reply to your memo. of the 4th instant, respecting the loss of a pair of fowls, from a coop from Mr. Lowe, Liverpool, in February last; that the coop was delivered to you in the same good order an hour or two after arrival as it was received by us at Liverpool, and presented no appearance whatever of any fowls having escaped; moreover we hold a clean receipt for it, and I have, therefore, no alternative but to inform you that your claim cannot be entertained.

I have, &c.,

THOS. CARLISLE,
Traffic Manager.
per G. T. EVANS, Supt.

No. 22.

Mr. Robert Stone to Messrs. Wells & Smith.

Gentlemen,

Penrith, 1 April, 1878.

The two lots of pumpkins that you sold for me last week were accounted far short of the number by $5\frac{1}{2}$ of the number sent.

Now that is too bad, even at the rates they sold at, amounting to 17s. 11d., beside receiving that way, you may depend upon it that whoever took the pumpkins did not take them average, but would be safe to take the best, thereby spoiling the sample to a certain amount, so that is lost always.

Now I think Mr. Smith is in a position to remedy that a little. At the station they will not give a bill of lading for the number of pumpkins anyone may put on, but sign for a quantity of pumpkins, giving the Railway employes a chance of pilfering to a certain extent, and the sender has no one to look to for redress.

There ought to be a porter to see the pumpkins counted into the trucks. There are always plenty Railway employes idling their time away, and I say they might as well smoke their pipes in the trucks and see the pumpkins in at the same time as to be hanging it on in some out-of-the-way corner.

ROBERT STONE.

Mr. T. R. Smith to The Traffic Manager.

Dear Sir,

I wish you would make some arrangement about the wholesale robbery of pumpkins, as we were last week 25 dozen short in 3 trucks. We would rather you rise the freights, and guarantee to deliver what is sent.

T. R. SMITH.

The Traffic Manager to Messrs. Wells & Smith.

Gentlemen,

Traffic Manager's Office, Redfern Station, Sydney, 12 April, 1878.

Referring to the complaint of Mr. Stone, Penrith, respecting the short delivery (as alleged) of pumpkins consigned to you at Darling Harbour, I have the honor to inform you that I have caused careful inquiry to be made into the matter, and have ascertained that the pumpkins in question arrived in two lots, the first on the 22nd March, not delivered till the 28th March, and the second on the 26th, not delivered until the following day. As the yard at Darling Harbour is unenclosed, and the exigencies of the traffic compelled the trucks containing the pumpkins to be shunted from one road to another during the time they remained undelivered, the watchman had great difficulty under such circumstances in keeping a vigilant eye on them. In view of this I have given orders that trucks with pumpkins and all like produce shall in future be placed together in one road near the entrance gate to the yard, and instructed the watchman to have a special care of them during the night.

I desire to point out to you the desirableness of taking *prompt delivery* in all cases of such produce, which in itself would naturally lessen the possibility of any nefarious practices.

I return enclosed Mr. Stone's letter; and

Have, &c.,

THOS. CARLISLE,
Traffic Manager.

No. 23.

Messrs. Hall, Prince & Co. to Superintendent Evans.

Dear Mr. Evans,

Market Wharf, Sydney, 30 August, 1878.

We would beg to call your attention to the continual placing of our trucks of hay and straw consigned to Darling Harbour always in the back row, thereby placing us on the list *last to sell*.

If this was only an *occasional* occurrence we would be the last to complain, but as it is a regular thing, and we are convinced that it is more from *design* than *accident* we would esteem it a great favour if you would give the matter your attention.

We are quite aware that there are *wheels* within *wheels*, and other salesmen can manipulate matters so that their produce is always *located* in favourably, but to be made the medium of a *squeeze* we decidedly object to, and to this cause we attribute the present state of affairs.

We need scarcely add, that always having to sell the *last*, is very injurious to our customers, as the buyers seldom or ever remain until the sale is concluded—that is, the most important buyers. Nor do we expect the trucks with our produce should be taken out from amongst the others and placed in a more favourable position than the rest, but it seems very inexplicable to us that the trucks which arrive at Darling Harbour *early* on a *Thursday* should be the *very last* on the *back row* on a *Friday*, whilst those arriving late on a *Thursday* afternoon, and even early on *Friday* morning, are placed in the *front division*.

We drop you these few lines in a private way as we feel assured that a word from you will have the desired effect and save an official communication from us.

Yours truly,

HALL, PRINCE, & CO.
Messrs

Messrs. Hall, Prince, & Co. to Superintendent Evans.

Dear sir,

Market Wharf, Sydney, 2 September, 1878.

A truck of straw of mine arrived at Darling Harbour on Friday last and was placed on the outer line of all, whilst four trucks which arrived on Saturday were placed in the second row. As this truck of straw was on a line by itself we, of course, declined to offer it for sale to-day, and shall not expect to be charged demurrage. This irregularity is a great drawback to our business, and causes us great inconvenience.

Yours truly,

HALL, PRINCE, & CO.

The Traffic Manager to Messrs. Hall, Prince, & Co.

Traffic Manager's Office, Redfern Station,

Sydney, 12 September, 1878.

Gentlemen,

In reply to your letters of the 30th ultimo and 2nd instant, complaining of the inconvenient position in which trucks of straw and hay for you are placed for sale at Darling Harbour, I have the honor to inform you that our invariable practice is to place trucks from Southern stations in position for first sale on one day, and those from Western stations on the next sale day, and of course the trucks are put into the sidings in the order of their arrival as nearly as possible.

I have inquired into the matter complained of by you, and am satisfied that no preference is shown to anyone, and while I would be glad to assist you in any way in my power, I fear it can only be done by having the trucks forwarded in good time.

I have, &c.,

THOS. CARLISLE

(per G. T. Evans, Supt.).

No. 24.

Messrs. Hall, Prince, & Co. to The Traffic Manager.

Sir,

Market Wharf, Sydney, 17 October 1878.

We have the honor to call your attention to the following:—Yesterday morning, our clerk, with Mr. Prince, attended at the Darling Harbour to dispose of the produce consigned to us. The sale commenced some short time after 9 a.m., and before its conclusion three trucks arrived for us (*as they invariably do, last of all*), and, as usual, were placed in the rear—one of these trucks contained potatoes and was from "Wallerawang." The other two contained hay, and were from "Marulan." How they could have come to the Darling Harbour at the same time is a mystery to us, since one is from the Western route and the others from the Southern. The fact of our produce arriving at such unseasonable times and being placed in such out-of-the-way places, is a source of great loss to us, as also a serious drawback to our business, and as these occurrences are by no means rare, we are fully convinced that we are subject to some "espoionage" from certain officials at the Darling Harbour, of whom on more than one occasion we have had to complain, and it is for *these complaints* that we are now put to these annoyances.

We are informed this morning that demurrage will be charged on the truck of potatoes if not removed by 9 a.m. to-morrow, although we are in a position to prove that they were not at Darling Harbour at that hour. The No. of the truck is B 105, and the two containing the hay D 474, D 305.

We feel assured that you will not credit us with trying to create any trouble in your Department, but at the same time you must be aware from a previous occurrence brought to your notice that it is imperative that some steps be taken (and effective ones) by which these irregularities are put a stop to, if they are not we shall in justice to our constituents and selves have to bring the matter before the public, and it is with a view to prevent this that we address you to-day.

Your obedient servants,

HALL, PRINCE, & CO.

Messrs. Hall, Prince, & Co. to The Traffic Manager.

Sir,

Market Wharf, Sydney, 23 October 1878.

We have the honor to call your attention to the great delay that takes place in the arrival of produce consigned to us at Darling Harbour, the same being a serious inconvenience to our business.

On the morning of the 22nd, the following trucks were on the invoice sheet at Darling Harbour, and up to the time of our leaving the sale (11.22 a.m., this day) they had not arrived. Your attention to the above will oblige:—D 1,027, D 422, D 1,318.

Your obedient servants,

HALL, PRINCE, & CO.

The Traffic Manager to Messrs. Hall, Prince, & Co.

Traffic Manager's Office, Redfern Station,

Sydney, 1 November, 1878.

Gentlemen,

In reply to your communications of the 17th and 23rd ultimo, complaining of the inconvenient position in which your trucks of produce have been placed in the siding at Darling Harbour on sale days, I have the honor to inform you that on the 16th October your three trucks of produce did not arrive at Darling Harbour until 10.30 a.m., along with fifteen or sixteen others, and they were all placed in the back siding in the order in which they arrived.

The three trucks referred to in your letter of the 23rd only left Marulan on that day, and arrived at Darling Harbour on the following morning.

I have issued instructions to try and have the produce at Darling Harbour sooner, if possible, but I am perfectly satisfied that your interests are not overlooked there to the precedence of the others.

I have, &c.,

THOS. CARLISLE,

Traffic Manager,

(per G. T. EVANS, Sup.)

No. 25.

35

No. 25.

Messrs. Tate Brothers to The Traffic Manager.

Dear sir,

Sydney, 5 February, 1879.
Our carter informs us that the keg of butter consigned to us per this day's train, marked J over W, appears to have been opened and several lbs. of butter taken out. Will you kindly inquire into the matter. Our man refused to take it to-day.

Yours truly,
TATE BROS.

The Traffic Manager to Messrs. Tate Brothers.

Gentlemen,

Traffic Manager's Office, Redfern Station, Sydney, 13 February, 1879.
In reply to you note with reference to the keg of butter marked J over W, I have the honor to inform you that I have instituted inquiries, and their result is that there is but little doubt that the small quantity of butter, about 3 lbs., which had been taken out was abstracted prior to its receipt by us. I need hardly inform you that it is impossible for us to examine the contents of kegs when received by us, but every precaution is adopted to protect them while in our possession.

I have, &c.,
THOS. CARLISLE,
Traffic Manager.

No. 26.

Railway Goods Department,

Dr. to Nipper and See,

Colonial Produce, Flour and Grain Merchants.

Sydney, 17 February, 1879.

Terms net.

To 1 bag Hayes' flour, 200 lbs., 12s. 6d., £1 5s. Short, delivered as per "way-bill" (50 bags).

The Traffic Manager to Messrs. Nipper & See.

Gentlemen,

Traffic Manager's Office, Redfern Station, Sydney, 28 February, 1879.
I have to acknowledge receipt of debit note for £1 5s., value of 1 bag of flour alleged to have been short, delivered in a consignment of 50 bags, from Mr. Hayes, of Goulburn, on 14th instant, I have the honor to inform you that Mr. Hayes only forwarded 49 bags, so that I must request you to withdraw your claim, and am,—

Your obedient servant,
THOS. CARLISLE,
Manager,
(per G. T. EVANS, Supt.).

No. 27.

The Traffic Manager to W. Inglis, Esq.

Sir,

Traffic Manager's Office, Redfern Station, Sydney, 16 March, 1880.

In reply to your inquiries as to the number of calves received by us from Mr. Jamison consigned to you, I have the honor to inform you that five, more or less, were trucked, and that on arrival at your yards the seals placed on the truck when loaded were intact, thus proving that you duly received the number sent.

I have, &c.,
W. V. READ,
Traffic Manager,
(per P. NOTT).

No. 28.

Messrs. Hall, Prince, & Co. to The Traffic Manager.

Sir,

Sydney, 3 September, 1880.

A Mr. Thomas Haywood, of Gullen, despatched, on the 2nd instant, two crates of poultry addressed to us, one containing twenty pairs fowls, the other fifteen pairs of turkeys. On applying for same at Redfern Station to-day, the fowls were found all right, but the coop of turkeys contained only five pairs, and there were three pairs tied up by themselves, thus making 7 pairs or fourteen turkeys short.

We have to request that you will be pleased to make immediate inquiries into the matter, so as to ascertain whether the turkeys were lost in transit or have been purloined from the coop. The present system adopted by the Railway Department, in not being responsible for contents of packages, offers considerable temptations for dishonest employés to steal. We do not say such is the case in this instance, but, as we presume these turkeys were under cover in the trucks, we think there should be some explanation as to the discrepancy.

Your obedient servants,
HALL, PRINCE, & CO.

The Traffic Manager to Messrs. Hall, Prince, & Co.

Gentlemen,

Traffic Manager's Office, Redfern Station, 3 October, 1880.

In reply to your favour of the 3rd ultimo, respecting alleged short delivery in a consignment of turkeys from Mr. Thos. Haywood, I have the honor to inform you that the Department is in no way to blame for the loss of these turkeys.

I

I have ascertained that after they left Goulburn, the birds managed to press off one of the boards of the crate, and a number of them escaped. Three were caught at Marulan when the train arrived there, but the others had gone beyond recall. If the crate had been made sufficiently secure by the sender, this would not have happened.

The truck was not covered by a tarpaulin, nor is it usual to do so when trucks contain live stock, otherwise the animals would get suffocated.

I have, &c.,
W. V. READ,
Traffic Manager,
(per DAVID KIRKCALDIE).

No. 29.

Mr. C. R. Bedwell to The Traffic Manager.

Sir,

44, Harbour-street, Sydney, 1 October, 1880.

I beg to inform you that a consignment of turkeys forwarded to me from Wellington yesterday were delivered to me short of the number put on at Wellington. The packages (coops) arrived in good order. The number deficient is two pairs, for which I claim 10s. per pair.

I am, &c.,
C. R. BEDWELL.

The Traffic Manager to C. R. Bedwell, Esq.

Sir,

Traffic Manager's Office, Redfern Station, 13 October, 1880.

In reply to your favour of the 1st instant, respecting two pairs turkeys alleged to be short delivered in a consignment from Wellington, I have the honor to inform you that the three coops of turkeys were delivered to us at Wellington at a few minutes before 12 at noon, on the 29th September. They were immediately loaded into a truck, and left there at 12 o'clock precisely, and arrived in Sydney next morning.

Nothing was observed to be wrong with the coops either at Wellington or Sydney, and they were delivered to you at 2 o'clock p.m. on the 30th September, and a clean receipt taken. It is impossible for us to count the fowls which are put into coops in this way, and there is nothing to lead us to believe that the turkeys escaped while in our possession.

I have, &c.,
W. V. READ,
Traffic Manager,
(per DAVID KIRKCALDIE).

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY RATES ON AGRICULTURAL PRODUCE.

(PETITION FROM FARMERS AND RESIDENTS OF ORANGE AND SURROUNDING DISTRICTS.)

Received by the Legislative Assembly, 9 August, 1881.

To the Honorable the Legislative Assembly of New South Wales.

The humble Petition of the Farmers and Residents of Orange and the Surrounding Districts,—

RESPECTFULLY SHOWETH :—

That your Petitioners find themselves harassed in their calling by the high rates charged for produce sent by rail to Sydney.

That in consequence your Petitioners are precluded from competing in the metropolitan market on equal terms with the produce brought by sea from other Colonies, which is landed at a lower rate than the land-borne produce of this Colony can be.

That a large number of empty trucks pass up to Sydney daily, which, if a lower charge than that specified in the sheet were made, might be used for the conveyance of produce, and prove a source of profit to the Railway Department, and a convenience to your Petitioners.

That whilst various kinds of agricultural produce were selling in Sydney last year at fairly remunerative prices, a large quantity in the producing districts was rendered unsaleable, because the charge per ton for conveyance to market would not leave a margin of profit after deducting expenses incurred in growing.

That your Petitioners are of opinion that a uniform rate of three farthings per ton per mile on produce sent by rail would meet their views, and leave a profit to the Department after deducting working expenses, wear, and tear, &c.

That your Petitioners notice that a considerable reduction has recently been made in the rates for the carriage of wool on the Southern line to divert the trade to Sydney, and we urge that we are equally entitled to a reduction on our produce, to enable us to compete with the producers of other Colonies, who can send their produce to Sydney by water.

Your Petitioners would, therefore, pray that your Honorable House would take the above premises into your consideration, and afford such relief as to you shall seem meet.

And your Petitioners, as in duty bound, will ever pray, &c., &c., &c.

[Here follow 872 signatures.]

A similar Petition was received :—

On 9th August, from Farmers and Residents of Blayney and Surrounding Districts ; 94 signatures.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY RATES ON AGRICULTURAL PRODUCE.

(PETITION FROM FARMERS OF BATHURST AND SURROUNDING DISTRICTS.)

Received by the Legislative Assembly, 16 August, 1881.

To the Honorable the Legislative Assembly of New South Wales.

The humble Petition of the Farmers of Bathurst and surrounding Districts,—

RESPECTFULLY SHOWETH :—

That your Petitioners find themselves harassed in their calling by the high rates charged for produce sent by rail to Sydney.

That in consequence your Petitioners are precluded from competing in the metropolitan market on equal terms with the produce brought by sea from other Colonies, which is landed at a lower rate than the land-borne produce of this Colony can be.

That a large number of empty trucks pass up to Sydney daily, which, if a lower charge than that specified in the sheet were made, might be used for the conveyance of produce, and prove a source of profit to the Railway Department, and a convenience to your Petitioners.

That whilst various kinds of agricultural produce were selling in Sydney last year at fairly remunerative prices, a large quantity in the producing districts was rendered unsaleable, because the charge per ton for conveyance to market would not leave a margin of profit after deducting expenses incurred in growing.

That your Petitioners are of opinion that a uniform rate of three farthings per ton per mile on produce sent by rail would meet their views, and leave a profit to the Department after deducting working expenses, wear and tear, &c.

That your Petitioners notice that a considerable reduction has recently been made in the rates for the carriage of wool on the Southern line to divert that trade to Sydney, and we urge that we are equally entitled to a reduction on our produce, to enable us to compete with the producers of other Colonies, who can send their produce to Sydney by water.

Your Petitioners would therefore pray that your Honorable House would take the above premises into your consideration, and afford such relief as to you shall seem meet.

And your Petitioners, as in duty bound, will ever pray, &c., &c.

[Here follow 731 signatures.]

A similar Petition was received :—

On 18th August, from Farmers of Wellington and surrounding Districts ; 86 signatures.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY RATES ON AGRICULTURAL PRODUCE.

(PETITION FROM FARMERS OF TUMUT AND SURROUNDING DISTRICTS.)

Received by the Legislative Assembly, 30 August, 1881.

To the Honorable the Legislative Assembly of New South Wales.

The humble Petition of the Farmers of Tumut and surrounding Districts,—

RESPECTFULLY SHOWETH :—

That your Petitioners find themselves harassed in their calling by the high rates charged for produce sent by rail to Sydney.

That in consequence your Petitioners are precluded from competing in the metropolitan market on equal terms with the produce brought by sea from other Colonies, which is landed at a lower rate than the land-borne produce of the Colony can be.

That a large number of empty trucks pass up to Sydney daily, which, if a lower charge than that specified in the sheet were made, might be used for the conveyance of produce, and prove a source of profit to the Railway Department and a convenience to your Petitioners.

That whilst various kinds of agricultural produce were selling in Sydney last year at fairly remunerative prices, a large quantity in the producing districts was rendered unsaleable, because the charge per ton for conveyance to market would not leave a margin of profit after deducting expenses incurred in growing.

That your Petitioners are of opinion that a uniform rate of three farthings per ton per mile on produce sent by rail would meet their views, and leave a profit to the Department after deducting working expenses, wear and tear, &c.

Your Petitioners would therefore pray that your Honorable House would take the above premises into your consideration, and afford such relief as to you shall seem meet.

And your Petitioners, as in duty bound, will ever pray, &c., &c., &c.

[Here follow 146 signatures.]

A similar Petition was received :—

On 31st August, from Farmers and Residents of Cargo, &c. ; 66 signatures.

1881.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

**GOVERNMENT SCALES AND WEIGH-BRIDGES AT
RAILWAY STATIONS.**
(REPORTS AND CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 5 July, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 15th March, 1881, That there be laid upon the Table of this House,—

“Copies of all Reports and Correspondence during the present year from
“any Officer of the Railway Department sent to inspect Government
“scales or weigh-bridges at Mulgrave, Windsor, Richmond, and any other
“stations on the Great Southern, Western, and Northern Railways.

(*Mr. McElhone.*)

SCHEDULE.

NO.		PAGE.
1.	Report of weigh-bridge at Mulgrave. 24 January, 1881	1
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3.	Further report on weigh-bridge at Mulgrave. 25 February, 1881	2
4.	Report on weigh-bridge at Windsor. 2 March, 1881	2
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6.	Minute of Traffic Manager on condition of weigh-bridges at Windsor, Mulgrave, and Brewongle. 4 April, 1881.....	2

No. 1.

Mr. C. Saunders to Mr. Foreman Carlisle.

Sir,

I beg to inform you I have tested the weigh-bridge at Mulgrave according to your instructions, and upon putting on the first test of 10 cwt. I found her 14 lbs. out, which deficiency increased up to 3 qrs. at 2 tons, this I altered and left it correct.

Sydney, Goods, 24 January, 1881.

Yours, &c.,

CHARLES SAUNDERS.

No. 2.

Mr. J. Dickey to The Station-master, Darling Harbour.

Sir,

Darling Harbour, 25 February, 1881.

I beg to report that after carefully testing the weigh-bridge at Mulgrave I find it completely out of order, one end of the plate touches the side and jams so tight I cannot put the end of pen-knife in it; the man and myself also tested it with weights from 56 lbs. up to 40 cwt. and found every weight out.

This accounts for all the mistakes of late which the Darling Harbour weigh-clerks have been blamed for. Every one of the bridges up the line wants careful inspection.

Yours, &c.,
JAS. DICKEY,
Weigh-clerk.

No. 3.

Mr. C. Saunders to Mr. Harpur.

Sir,

Sydney, Goods, 25 February, 1881.

I beg to inform you I tested the weigh-bridge yesterday at Mulgrave, according to your instructions, and find that since I was previously there the plate has worked down close to the frame on one corner, which will have to be chipped away, and allow the plate to work free before a correct weight will be obtained. This has also thrown the rack or adjusting gear out of order, so that it is now impossible to adjust the bridge without cutting a piece out of the rack in the inside of the beam; I might also state I tested this bridge before, in the presence of the Station-master, from 5 cwt. up to the 2 tons, and left her correct to 1 lb.; he informs me that during the last week or so he has had some very heavy loads over the bridge, one of 5 tons, and the weighing generally during the last two or three weeks has been unusually heavy. The weights I have left there awaiting your further instructions, permitting me to remain.

Yours, &c.,
CHARLES SAUNDERS.

No. 4.

Mr. J. Dickey to The Station-master, Darling Harbour.

Sir,

Darling Harbour, 2 March, 1881.

After a careful inspection of the Windsor weigh-bridge I find the following result:—The martingale or lower rod of the bridge about 2 inches embedded in the dust underneath the bridge, after cleaning the dust away and balancing the beam I tested it from 56 lbs. to 40 cwt., which I found correct, and then tested the 40 cwt., which I found worn 1 qr. 14 lbs., 1 qr. 21 lbs., 1 qr. 7 lbs. light, this I rectified and left the bridge in first-rate order. This weigh-bridge is in one of the lowest places in the yard and all the drainage runs into it, and thus carrying all the dust underneath.

If the martingale at any time touches, the bridge will not weigh correctly, hoping, sir, the country stations will be noticed to keep the bridges clean underneath.

Yours, &c.,
JAS. DICKEY.

No. 5

Mr. J. Dickey to The Station-master, Darling Harbour.

Sir,

Darling Harbour, 5 March, 1881.

I beg to report that after carefully testing the weigh-bridge at Brewongle I found it in first-class order, and after watching the way the bridge was worked, I can see clearly how so many mistakes occur. The farmer pays £1 per ton for baling it and drawing it to the station. The carter weighs it and charges the grower for whatever he makes it weigh, hence all the mistakes. Mr. Thompson a farmer very well-to-do at Brewongle told me that he can always get his correct weight returned to him on account of weighing the hay himself.

Yours, &c.,
JAS. DICKEY,
Weigh-clerk.

No. 6.

Minute of Traffic Manager.

ONLY the weigh-bridges at Mulgrave, Windsor, and Brewongle have been tested during the current year, and I enclose copies of the reports of the men who did so. It seems that the bridge-plate at Mulgrave rubbed against the frame, and so prevented the bridge from working so freely as it ought to have done. When the matter was brought under my notice on the 26th February, I at once asked the Engineer for Existing Lines to get it put right, and it is now working very accurately.

The weigh-bridge at Windsor is in the lowest portion of the yard, and the consequence is that in dry weather dust, and in wet weather mud, is washed into it, and prevents it from weighing accurately. I have written to the station-master at Windsor to see that it is kept thoroughly clean in future.

The Brewongle weigh-bridge is reported to be in first class order

W. V. READ,
4/4/81.

1881.

—
 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

SPRINGS FOR RAILWAY ENGINES AND CARRIAGES.
 (CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 5 July, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 30th March, 1881, That there be laid upon the Table of this House,—

“Copies of all Correspondence, not already printed, in continuance of an Order of this House dated 18th February, 1879, having reference to the manufacture of springs for railway engines and carriages.”

(Mr. Garrard.)

SCHEDULE.

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1. Agent General to the Secretary for Public Works, forwarding copy of Mr. Fowler's explanation of the circumstances under which he approved of the springs. 6 November, 1879	2
2. Mr. Mason's reply to the above. 17 January, 1880	2

SPRINGS FOR RAILWAY ENGINES AND CARRIAGES.

No. 1.

The Agent General to The Secretary for Public Works.

Sir, 3, Westminster Chambers, Victoria-street, S.W., 6 November, 1879.

In reply to your letter of 29th August last, No. 244, requesting me to call upon the Inspecting Engineer for an explanation of the circumstances under which he approved certain springs, which, as the report accompanying your letter would purport to show, did not fulfil the conditions prescribed by the specification on being tested in the Colony, I have the honor to forward herewith for your information a copy of Mr. John Fowler's explanation, which that gentleman has been good enough to furnish at my request.

I trust that Mr. Fowler's explanation may be regarded as complete and satisfactory.

I have, &c.,
WILLIAM FORSTER.

[Enclosure.]

Mr. John Fowler to The Agent General.

New South Wales Railways.—F. 241 d. and e. and F. 395.—Complaint from Colony as to test of springs.

Sir, 2, Queen Square Place, Westminster, S.W., 3 November, 1879.

I beg to acknowledge the receipt of your letter dated 21st ultimo, enclosing copy of letter from Department of Public Works, Railway Branch, report dated Sydney, August 29th, and table of tests.

A comparison of the specifications, dated July, 1877, and July, 1878, will at once suggest the true explanation of the apparently unsatisfactory result of the tests made by Mr. Norman Selve in the Colony, namely, that the tests prescribed in the former specification were far too severe to be sustained by springs made even of the high class of materials specified.

The object of the tests in the earlier specifications was simply this:—Having no prescribed tests of springs of precisely the same pattern, and desiring to get for future guidance information as to the highest results attainable by manufacturers, I specified these severe tests rather with the view of being in a position to enforce the manufacturer to do his best than with the expectation of obtaining springs which would strictly fulfil the conditions of the specification.

I was not surprised, therefore, on receipt of the tenders to find that some of the most experienced makers—*e.g.*, Messrs. John Brown & Co., Messrs. Cammell & Co., Messrs. Spencer & Sons, and Messrs. Osborne & Co.—declined to guarantee the tests specified, and I was satisfied that it was not a question of price, as these firms prices were from 25 to 100 per cent. higher than those in the accepted tender of Messrs. Turton.

The abnormal severity of the tests appears to have escaped the attention of Messrs. Turton until they were proceeding with their contract, when they at once wrote stating their inability to manufacture springs capable of bearing the tests specified, and soliciting permission to substitute the tests prescribed by any fourteen of the leading railway companies and others for whom they were manufacturing springs.

As it was found impossible to manufacture steel which would enable the springs to comply with the tests mentioned in the specification of 1877 modification became necessary, and, after careful experiments, the tests were so arranged as to secure the highest quality of steel without at the same time passing beyond manufacturer's power of attainment.

These tests, so far as they applied, were adopted in the specification of 1878. No waggon or four-wheel carriage spring tests are referred to in that specification, therefore it is necessary to mention that in the amended specification of 1877 the tests were that the waggon springs should be bent within 2 inches of being flat, and the carriage springs 2 inches beyond the flat without showing a permanent set, and it is consequently no matter for surprise that Mr. Norman Selve found a permanent set after the springs had been bent in each instance 50 per cent. beyond the specified limit.

You will now see that the tests made by Mr. Norman Selve were those which all the more experienced firms tendering—with the exception of Messrs. Turton, and that inadvertently—refused to guarantee.

The final result was satisfactory, since the springs were obtained at the lowest price and of the quality of steel and mode of manufacture required under the specification of 1877. At the same time by the experiments referred to the tests to which future springs of this pattern should be subjected were satisfactorily determined.

I may remark generally as regards the work manufactured under my inspection by the New South Wales Government, that I do not limit myself to the tests mentioned in the specification, but have other tests carried out under my more immediate supervision at the public testing machine of Mr. Kirkaldy, and by Professor Kennedy at University College, with the view to preclude all possible chance of error or bias in tests carried out at the manufacturers' works.

I am, &c.,
JOHN FOWLER.

Engineer for Existing Lines for any observations he may have to offer on this representation of the case.—CHAS. A. G., 10/1/80. See my remarks herewith.—W.M., 16/1/80.

No. 2.

Mr. Mason's Reply.

MR. FOWLER'S letter of explanation dated 6th November, 1879, amounts to this:—

Tenders were invited for manufacturing certain springs, which when received were found to vary in price from 25 to 100 per cent., the lowest being that of Messrs. Turton & Sons, which was accepted.

After the acceptance of their tender, and when they commenced to make the springs, they found the tests of the specification, which it is alleged they had inadvertently overlooked, too severe, and informed Mr. Fowler they could not manufacture steel to stand the test, at the same time requesting a modification of the specification, which was granted. This modified specification is, I presume, the one referred to in Mr. Fowler's letter as the specification of 1878.

The springs it appears were manufactured according to this specification under Mr. Fowler's inspection, and in due course forwarded to Sydney, where they were tested by Mr. Selve, with the result already reported by him to the Commissioner.

Mr. Fowler's letter explains the matter clearly enough why the springs would not bear the tests of the specification, which was this:—Because they were manufactured under another specification, different to that upon which the contract was let to the extent indicated by 50 per cent. in the tests as stated in Mr. Fowler's letter; thus admitting the inferiority of the article supplied to that which was specified and contracted for. If "the object of specifying those severe tests was only for the purpose of future guidance and

and information as to the highest results attainable, and to compel the contractor to do his best to strictly fulfil the conditions of the specification," in what way were these objects likely to be accomplished by allowing Messrs. Turton to carry out the contract when they declared their inability to make steel that would stand the test of the specification? What proof was there that they had or could attain a higher standard of manufacture than any of the other tenderers? When Messrs. Turton failed to comply with the tests of the specification why was the next lowest tenderer not given a chance to comply with it? If the object sought was that stated why did Mr. Fowler not avail himself of the offer of Messrs. Osborne & Co., which would have shown him what results were attainable by manufacturing springs which would stand even the severe tests he had specified, and at £11 13s. 4d. per ton less than the prices quoted? If the tests prescribed were considered to be severe, and Messrs. Osborne undertook to comply with them, what more was required? What did it signify whether they used their own formulas of manufacture or not, as long as the results sought for were obtained by it?

If a knowledge of the highest standard of manufacture was that sought, I should have thought Mr. Fowler would have made no demur to the formulæ by which it was produced, especially if it was a less expensive one than that which he himself proposed, but instead would have been glad to adopt it.

In Mr. Fowler's letter, dated 28th February, 1878, he strongly urges the almost absolute necessity of specifying the brands of iron to be used in the manufacture of steel springs so as to ensure their quality, as reliable springs cannot be obtained without it, hence his object and reason for inserting such severe tests in the specification. Now he says the object of specifying those severe tests was only for the purpose of future guidance and information as to the highest results attainable, and to compel the contractor to do his best to strictly fulfil the conditions of the specification. If specifying the brands was such a matter of necessity, and he considered reliable springs could not be obtained without it, why did he allow Messrs. Turton to manufacture them in any other way? And when the matter was under discussion why did he not state then that he had altered the specification, and inform the Government of the fact? But nothing was made known about the springs having been made under a revised specification until after they were tested, which brought out that fact.

It must be borne in mind that the springs manufactured by Cammell & Co. also failed to stand the test of the specification, and in the absence of any specific explanation about them it is reasonable to suppose that they too were made under the revised specification, and consequently open to the same objections as those of Messrs. Turton & Sons.

When Messrs. Turton & Sons found they could not comply with the specification tests, and in consequence the specification had to be modified, fresh tenders ought to have been invited on this revised specification; and had this been done it is highly probable that Messrs. Turton & Sons tender would not have been the lowest. Therefore there is no proof that the springs have been obtained at the lowest prices as asserted.

The subject now appears to me to have been made very intelligible, and the Commissioner will have no difficulty in arriving at a just conclusion.

I will therefore offer no further remarks, but merely say that the result of this investigation establishes conclusively the soundness of the opinions I expressed upon the subject in my former minutes; and shows good grounds for giving them effect by ordering a certain quantity of springs from Messrs. Osborne & Co. to bear the tests originally prescribed, which would put the matter beyond a doubt.

17/1/80.

WILLIAM MASON.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

HAULAGE AND SHIPPING COAL ON GREAT NORTHERN
RAILWAY LINE.

(CORRESPONDENCE, MINUTES, &c.)

Ordered by the Legislative Assembly to be printed, 5 July, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 18th March, 1881, That there be laid upon the Table of this House,—

“Copies of all letters, minutes, and other documents that have passed between the Public Works Department and the Newcastle Coal Company, with reference to charges for haulage and shipping of coal on the Great Northern Railway Line.”

(Mr. Fletcher.)

SCHEDULE.

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17. S. Keightley to Traffic Manager, forwarding cheque in settlement of the account. 17 March, 1881.....	8

NOTE.—The following Minute Papers in connection with this correspondence have been mislaid. Every search has been made for them, but they cannot be found :—

Synopsis of missing papers.

- 77-561. Traffic Manager, Newcastle, forwarding letter from Dr. Harris, requesting on behalf of the Newcastle Coal Company that the rates for the haulage of their coal should be reduced. 29 January, 1877.
- 77-2503. S. Keightley, conveying thanks of directors of Newcastle Coal Company for reduction made in rate for haulage of their coal. 25 April, 1877.
- 78-3943. Traffic Manager, suggesting that Newcastle Coal Company be charged 10d. per ton for haulage of their coal when shipped at Bullock Island. 6 May, 1878.

HAULAGE AND SHIPPING COAL ON GREAT NORTHERN RAILWAY LINE.

No. 1.

Memorandum from E. Combes, M.P., to Commissioner for Railways.

THE minimum rate for carrying coals within a five-miles radius of Newcastle is 10d. per ton. A concession of 2d. per ton was made to the Newcastle Coal Company because of the short distance from its pit to the shoots at Newcastle.

Since the erection of the hydraulic cranes the same privilege is afforded, although the distance from the pit is quite equal to that of other collieries with more difficulties and shuntings. This gives the Newcastle Coal Company an undue advantage over other collieries.

The collieries of Ferndale, the A. A. Company, Old and New Lambton, and Waratah should have the same concession, or the Newcastle Coal Company's rate of traction should be raised in order to put all on an equality.

Victoria Lodge, Miller's Point, Sydney, March 9, 1880.

*Mr. Higgs for report. Surely we are not charging less than the minimum fixed by rate sheet when the coal is taken to Bullock Island.—12/3/80. CHAS. A. G.

* The above was not sent to Mr. Higgs, his minute of the 10th March having been received on the day the Commissioner's memo. was written.

No. 2.

Minute of Traffic Manager.

To Commissioner, Haulage of Newcastle Company's Coal.

I have the honor to bring under your notice a matter in connection with the rates charged for the hauling and shipping the Newcastle Company's coal.

As you are aware the rate was fixed at 8d. per ton. This no doubt was intended to apply to the coal shipped at Newcastle only. Since then I find that the coal shipped at Bullock Island for this Company has been charged for at same rate, namely, 8d. I understand that some of the other Companies intend seeing you with a view of a reduction.

I may state that, at the time the Newcastle Coal Company shipped their first cargo at Bullock Island, I suggested that a higher rate should be charged for this coal when it was shipped at Bullock Island; but I received no reply, and unfortunately I omitted to send a reminder, consequently we have only charged the same rate, viz., 8d., whereas I certainly think we should charge 10d. per ton for their coal when we ship at Bullock Island.

I had quite forgotten this matter until I was waited upon by Mr. Combes, M.P., and Mr. A. Brown, on Monday last.

The Minute Paper wherein I suggested a higher rate is No. 78-1,827, date, 6/5/78.

The annexed is the copy of the Minute Paper.

J. HIGGS.
10/3/80.

[Enclosure.]

To the Commissioner,
I imagine the Newcastle Coal Company will be charged 10d. per ton for the haulage of their coal when it is shipped at Bullock Island, seeing that the distance from the Burwood Junction (where we bring theirs from) to Bullock Island is about 2½ miles.

J. HIGGS.
6/5/78.

Charge 10d. of course.—CHAS. A. G., 15/3/80. Let me know what quantity has been taken to Bullock Island for the Company, and the amount that they should have paid in excess of actual amount paid.—CHAS. A. G., B.C., 15/3/80. Mr. Higgs.

Noted. Quantity of coal shipped at Bullock Island, 36,660 tons, at 2d. = £297 3s. 4d.—J. HIGGS, 18/3/80.

No. 3.

Dr. Bowker, M.P., to The Commissioner for Railways.

Dear Sir,

19, Church Hill, 19 March, 1880.

Two gentlemen have applied to me as my constituents to render them what assistance I can in regard to a hardship of which they say they are in danger, in respect of some retrospective enactments about the traction per railway of the coals of the Newcastle Coal Company; and inasmuch as retrospective rules implicating a large Coal Company seem (as far as I can at present judge) not only against our general customs, but likely to injure a national and important trade, I have thought myself quite justified in giving them this note of introduction to you, with the request that you will do for them what you think their case requires.

Yours very truly,

R. R. BOWKER.

No. 4.

Mr. S. Keightley to The Commissioner for Railways.

Dear Sir,

Newcastle, 22 March, 1880.

Referring to the short interview Mr. Hudson, one of my directors, and I had with you at your office in Sydney, on Friday last, concerning the traction by the Government, and shipment of this Company's coal at Newcastle and at Bullock Island Dyke, I now beg to submit one or two particulars that you may consider worthy of consideration in coming to a conclusion on a matter which to my Company is of very great importance, particularly now that the price of coal is to be reduced next month.

When

When rates for the haulage of coal were fixed, Lambton (bar the A.A. Company, which ships at its own shoots) was the colliery nearest to the Government shipping places about 5 miles distant, whereas the Newcastle Company's junction is only about $2\frac{1}{2}$ miles from Dyke, and but 300 yards from Government staiths, and under $\frac{1}{2}$ a mile from steam cranes. That in the shipment of coal from other collieries at the Government shipping places a special engine is required in every instance, whereas in the case of the Newcastle Colliery the Government yard or shunting engine does all the haulage required, as this Company's waggons are put by the Company's private engine close up to the Government yard gate. It will thus be seen that the mere shunting of the Newcastle Company's coal involves but little if any additional expense to the Government, bar the actual shipping rate to crane contractor, $1\frac{1}{2}$ d. per ton, which covers all repairs to steam cranes, and, at the shoots where we ship a considerable quantity of coal, only about half these rates. It will thus be seen that even at 5d. per ton this Company's coal would pay the Government better than that of any other Company at 10d.

At Newcastle and at Hamilton there are about twelve sidings for the accommodation of Company's coal waggons; we might almost say that none of these are ever used by the Newcastle Company, as our proximity to the shipping places renders it unnecessary to remove our waggons from our own sidings until they are required for actual shipment. Our sidings are of course constructed at our own cost. This matter of siding accommodation is also worthy of some consideration.

Under the circumstances, the respectful request of the Newcastle Coal Company is that the rate of traction to Bullock Island remain at 8d., and that for shipment at the Government staiths and steam cranes be reduced to 6d. per ton.

I have, &c.,

STEWART KEIGHTLEY,
Manager.

It is a very strange thing that the papers containing the authority for charging 8d. instead of 10d. cannot be found. I pointed out at the time that the established rate (minimum) fixed by Governor and Executive Council was 10d., and suggested that a lower rate could not well be charged. The Commissioner (Mr. Rae) thought otherwise, and 8d. was fixed as the price for shipment at Newcastle. This however did not extend to shipment at Bullock Island; 10d. must be collected for coal shipped there; from the first the Traffic Auditor should have challenged the undercharge.—CHAS. A.G., 17/5/80.

Traffic Auditor.—B.C., G.B., 20/5/80. Can Mr. Seale say how this account happened to be overlooked.—THOS. CARLISLE, 25/5/80.

All coal, whether taken to Newcastle or Bullock Island is invoiced to the former, and Newcastle rates charged, as the distance from the collieries to Bullock Island is about the same to one point as the other, with the exception of the Newcastle Coal Company's siding. Had the traffic to Bullock Island been kept separate the error in charging would probably never have been made, but I don't put this forward to remove the blame from this office. It was of course my duty to see if any of the Newcastle Company's coal was being shipped at Bullock Island and correctly charged for. This, I regret to say, has been overlooked in the way explained.—JOHN SEALE, 29/5/80. The Traffic Auditor.

As I have not seen the original papers, I cannot say whether the above is a satisfactory or reasonable explanation, but it does appear that the distance to Bullock Island and Newcastle being the same, and all the coal being invoiced to Newcastle, there was room for such an error, unless the charge to each shipping port was clearly expressed and carefully noted, and separately invoiced.—TH. CARLISLE, 31/5/80. The Commissioner.

The freight should be collected.—CHAS. A.G., 4/6/80. Traffic Auditor. B.C., 8/6/80.—G.B. Collect undercharge.—THOS. CARLISLE, 10/6/80. Noted.—J.S., 11/6/80.

No. 5.

Memorandum by Assistant Traffic Auditor.

Memorandum to Wharfinger,—

Traffic Branch, 5/6/80.

At your earliest convenience please furnish me with a carefully prepared statement showing when and what quantity of coal from the colliery of the Newcastle Company has been shipped at Bullock Island, from the time coal was first shipped there to the 31st ultimo, and oblige,—

J.S.

Herewith.—H. T. SHEPPEY, 9th June, 1880. Traffic Auditor.

The quantity stated by the Wharfinger is 40,198 tons, which at 2d. per ton amounts to £334 19s. 8d. Please bill this Company with that amount, as the Commissioner has decided that 10d. per ton is to be paid on all that has been shipped at Bullock Island. Report result in a week.—J.S., 14/6/80.

RETURN of Newcastle Company's Coal shipped at Dyke Cranes, commencing April, 1878.

Date.	Name of Vessel.	Crane.	No. of tons.	Date.	Name of Vessel.	Crane.	No. of tons.
1878.		No.		1878.		No.	
April 24...	Clara Hargraves.....	6	543	August 1...	Elliotts	5	459
" 29...	Sarah Ann	7	623	" 9...	Gunga, s.s.	7	1,031
" 30...	Cheviot, s.s.	5	479	" 13...	Kelroyd	4	509
May 3...	Madeira	5	550	Sept. 19...	Hero, s.s.	7	585
" 15...	Cheviot, s.s.	6	1,074	" 20...	Adela, s.s.	7	650
" 28...	Cheviot, s.s.	6	604	" 23...	Kerangie, s.s.	6	497
" 31...	Kerangie, s.s.	6	1,031	" 30...	Adela, s.s.	6	663
June 11...	Cheviot, s.s.	6	902	October 4...	Kerangie, s.s.	5	595
" 27...	Yarra	4	194	" 8...	Cheviot, s.s.	6	471
" 29...	Macedon, s.s.	6	604	" 15...	Leura, s.s.	4	283
July 3...	Ashburton	7	379	" 19...	Hero, s.s.	4	571
" 6...	Annie Burr	7	875	" 21...	Sarah Ann	4	611
" 16...	You Yangs, s.s.	4	331	" 28...	Leura, s.s.	6	206
" 17...	Hero, s.s.	4	710	Nov. 8...	Catherine Jane	5	509
" 29...	Silver Cloud	4	426	" 11...	Kerangie, s.s.	6	274

RETURN

RETURN of Newcastle Company's Coal—continued.

Date.	Name of Vessel.	Crane.	No. of tons.	Date.	Name of Vessel.	Crane.	No. of tons.
1879.				1879.			
Jan., 2...	Gunga, s.s.	6	343	July 15...	Leura, s.s.	5	364
" 3...	Lismore	7	55	August 26...	Pacific Slope	6	1,250
" 25...	Moonta	5	868	Sept. 13...	Island City	7	620
Feb. 3...	Madura	4	338	" 20...	Lady Darling, s.s.	7	254
" 5...	Sarah Ann	4	620	" 27...	Easby, s.s.	5	888
" 7...	Hero, s.s.	5	640	October 1...	Catherine Jane	4	532
March 3...	Lady Darling, s.s.	6	1,250	" 13...	Cheviot, e.s.	7	300
" 5...	Flodden	6	536	" 27...	Catherine Jane	5	544
" 11...	Cheviot, e.s.	7	612	Nov. 11...	Hero, s.s.	6	624
April 9...	Lady Darling, s.s.	7	566	" 24...	Garstang	5	470
" 24...	Sarah Ann	5	632	" 29...	Reliance	6	100
" 28...	Lady Darling	7	614	Dec. 8...	Easby, s.s.	6	656
May 1...	Easby, s.s.	7	519	" 15...	Catherine Jane	6	515
" 2...	Pioneer	4	200	1880.			
" 8...	Hero, s.s.	6	791	March 1...	Ocean, e.s.	6	1,450
" 21...	Wm. Turner	4	510	" 16...	Sarah Ann	7	620
" 23...	Luger	5	700	" 16...	Sydney Griffiths	5	458
June 17...	Leura, s.s.	7	289	April 1...	Neptune	7	500
July 1...	Leura, s.s.	5	401	" 5...	Catherine Jane	4	518
" 9...	Cheviot, s.s.	5	101	" 22...	Lady Darling, s.s.	6	1,220
" 11...	You Yongs	4	101				
" 14...	Barrabool, s.s.	5	410				
				40,198			

JOHN J. COOMBES,
Assistant Wharfinger.

May 9th, 1880.

Account rendered. The Manager of the Company now says that he is in communication with the Commissioner on the matter.—J.N.C., 21/6/80. Report again end of the month.—J.S., 22/6/80.

The Company's Shipping Manager says the account rendered was the first intimation of the charge, and having brought it under the Hon. the Minister's notice, a reason is to be furnished why the charge has been made. Pending receipt of this, and its consideration by his Board of Directors, he cannot reply.—J.N.C., 1/7/80.

Traffic Auditor to see. Apply again for payment in a fortnight; if not then paid, report again.—THOS. CARLISLE, 2/7/80. Station-master, Newcastle.—J.S., 3/7/80. Still decline to pay.—J.N.C., 16/7/80. Audit. The Newcastle Coal Company refuse to pay the undercharge of 2d. per ton on coal shipped at Bullock Island, viz., £334 19s.—THOS. CARLISLE, 17/7/80. Commissioner.

No. 6.

Mr. S. Keightley to Dr. Bowker, M.P.

My dear Sir,

Newcastle, 15 June, 1880.

I am sorry to again trouble you with the same matter Mr. Beresford Hudson and myself called on you about (say) three months since, viz., the retrospective charge made by the Great Northern Railway Department for the haulage of our coal to Bullock Island Dyke. After paying a certain figure per ton, they now seek to impose an additional charge.

Mr. Hudson and myself called on the Commissioner, Mr. Goodchap, to whom you were good enough to give us a letter of introduction. Apparently not having been successful from the fact of a bill for the objectionable amount having this day been rendered to us, we now seek to approach the Minister on the subject not only of the retrospective charge, but we cannot see the justice of paying for the future anything more than that paid in the past. We also seek to have the traction rate from our junction to Newcastle reduced from 8d. per ton to 6d., for reasons which will afterwards be explained to you and to the Minister. In order that our views may have effect given to them, will you, if it is not asking too great a favour, kindly arrange for an interview with the Minister on such day and at such hour as may suit you both, when Mr. Hudson and I will do ourselves the pleasure of again waiting on you, and then with you on the Minister.

Mr. Hudson thinks Friday would be a convenient day for you, and if so arranged we will be with you without fail on that day and at any hour you may appoint.

I sincerely trust that we may be successful in our endeavour, as 2d. per ton is a considerable item in these days of cheap coal, with the probability of a ruinous competition setting in shortly.

Apologizing for again trespassing on your time and troubling you,—

I am, &c.,

STEWART KEIGHTLEY,

Manager.

P.S.—Mr. Hudson says that Mr. McElhone would come with us if asked, as he takes some credit for getting our coals hauled at 8d.; and as Mr. Ninian Melville is Member for Northumberland, he would likely come with us too if asked. However, you are a better judge than Mr. Hudson or I whether their presence would assist our cause, and by your opinion we will be guided.—S.K.

I shall be in Sydney on Thursday, and will call on you to see what progress about interview. If one is arranged for Friday, a wire on Thursday afternoon or evening will ensure Mr. Hudson's attendance on Friday.—S.K.

Mr. Goodchap, for the necessary information.—J.R., B.C., 17/6/80.

Has the Company paid the freight? What is now being charged and collected?—CHAS. A. GOODCHAP, B.C., 20/7/80. Mr. Higgs.

The Company have not yet paid the full freight, viz., 10d., although we have charged 10d. on all coal shipped at Bullock Island. The last account paid the Company deducted £14 14s. 4d.—that is, 2d. per ton

ton on 1,765 tons 18 cwt. They allege that the matter is still before the Commissioner, and not yet finally settled.—J. HIGGS, 22/7/80. Commissioner.

Does the Newcastle Coal Company now pay 10d. per ton on coal shipped at Bullock Island? If so, since what date?—THOS. CARLISLE, 17/7/80. No, they have not paid for the coal shipped at Bullock Island more than 8d. per ton—having reduced the accounts rendered to them at 10d. to 8d., when paying the same; such has been reported to the Manager.—W. SMITH, Acting Station-master, 20/7/80. I presume you have given no more than a conditional receipt when deductions have been made in the way indicated.—J.S., 20/7/80. Signed for the amount only received.—W. SMITH, Acting S. Master, 20/7/80. Forwarded for Commissioner's information.—THOS. CARLISLE, 21/7/80. The refusal to pay should have been reported to me; decline to haul any more coal till amount is paid.—CHAS. A. G., 26/7/80. Mr. Higgs.

I intended to report the non-payment to the Commissioner, but at the time it escaped my memory. The declining to haul has had the desired effect. The Company have paid £32 9s. 11d., the difference between 8d. and 10d. on coal shipped at Bullock Island from the 1st ult. to the 28th instant. I imagine the Commissioner's instructions declining to haul referred to the amount owing, or rather incurred since the Company were informed that 10d. would be charged for coal shipped at Bullock Island, and not to the larger amount that was incurred, owing to our staff omitting to render the account at 10d. per ton, consequently only 8d. per ton was paid. The difference, £334 19s. 8d.—this is still unpaid.—J. HIGGS, 30/7/80. Commissioner.

Inform the Company that there is no alternative but to demand payment, and I shall have to take extreme steps if not paid by the end of this month. I have no power to forego any amount due under the rate-sheet; my duty is to collect in accordance with rates fixed by the Governor and Executive Council.—CHAS. A.G., 3/8/80. Mr. Higgs.

Company informed.—*Pro* Traffic Manager, F.R.N., 6/8/80.

No. 7.

Dr. Bowker, M.P., to The Secretary for Public Works.

Sir,

19, Church Hill, 16 August, 1880.

Some time ago (June 18th) you were good enough to receive Messrs. Keightley and Hudson, the former the Manager of the Newcastle Coal-mining Company, who waited upon you in reference to some retrospective haulage charges, and you were also good enough to say that you would see into the matter, and give an answer to the Manager by letter within two weeks from that date. Since then the Manager informs me that nothing has been heard from you, and great inconvenience has been experienced by the Company in consequence, as awaiting your promised decision the Manager delayed paying demands which, being retrospective, they believed your decision would determine to be unjust. The haulage of their coal was stopped by the Railway Department, Newcastle, and in order to prevent so great a calamity they were obliged to make certain payments which they expected you would not authorize.

They also have received another letter from the railway authorities, stating that if the retrospective charges (£334 19s. 8d.) were not paid by the end of the current month "extreme steps" would be taken.

Supposing that the matter has escaped your memory, I therefore venture to ask you not to delay further your promised answer, seeing that a very important national interest is concerned; and remain,—

Yours, &c.,

R. R. BOWKER.

I am decidedly of opinion that this is not a case for any concession.

The Company has been allowed the privilege, denied to the other Companies, of having their coal shipped at Newcastle at 8d. per ton. The demand that this rate should be extended to the coal shipped at Bullock Island is unreasonable; the knowledge that this concession has been made to the Newcastle Company as regards the coal shipped at the Newcastle Wharf has given rise to an application from the A. A. Company that the coal they send to Bullock Island may be shipped at 8d. a ton; and no doubt other claims will follow. The minimum charge fixed by the rate-sheet is 10d. a ton, and not only should this rate be insisted upon as regards the coal shipped at Bullock Island, but from this date as regards all coal shipped at the Newcastle Wharf cranes. To reduce the rate generally by 2d. a ton will decrease the annual revenue by the sum of £8,000.—CHAS. A. G., 21/8/80.

The rate-sheet must be observed.—J.L., 29/9/80. Mr. Higgs will please act upon this decision.—CHAS. A. G., 2/10/80. Noted. I have informed Mr. Keightley, and also the auditor, Mr. Seale.—J. HIGGS, 5/10/80. Let Traffic Auditor know.—CHAS. A. G., 2/10/80. Inform Dr. Bowker.—29/9/80.

No. 8.

Mr. S. Keightley to The Secretary for Public Works.

Dear Sir,

Newcastle, 3 September, 1880.

On Friday, 19th June last, you were good enough to receive a deputation introduced by the Member for Newcastle, consisting of Mr. Hudson, Director of this Company, and the writer, who made a request to you to withdraw a claim made against this Company by your Department for additional haulage rate to Bullock Island Dyke, for reasons then advanced and handed to you in writing.

At the interview you promised that you would consider the matter, and deal as liberally with us as you could, and that you would send me an answer in writing within a week or a fortnight from that date.

Since then I have been awaiting your convenience, but so far no reply is to hand. I hope you will be good enough to let me have an answer within a day or two at latest, as we are threatened with immediate pains and penalties if the amount of the retrospective charge (£334 19s. 8d.) be not paid by us without delay. Hoping to hear early that you withdraw the charge,—

I am, &c.,

STEWART KEIGHTLEY,

Manager.

No. 9.

No. 9.

The Traffic Manager to The Commissioner for Railways.

I REGRET having to inform you that the Newcastle Coal Company have not yet paid the balance of their account for traction of their coal to Bullock Island.

See minute paper No. 80/14,748 bearing on the matter.

J. HIGGS.
3/9/80.

No. 10.

The Commissioner for Railways to Dr. Bowker, M.P.

Sir,

Department of Public Works, Railway Branch, 1 October, 1880.

In acknowledging the receipt of your letter of 16th August last, with reference to the rate charged the Newcastle Coal-mining Company for the haulage of their coal to the Bullock Island Dyke, I have the honor, by direction of Mr. Secretary Lackey, to inform you that he has given the matter his most mature consideration, but cannot sanction any reduction on the charges fixed by the Governor and Executive Council, viz, 10d. per ton for all coal hauled for any distance under 7 miles.

I have, &c.,

CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 11.

Minute of Commissioner.

THE proprietors of the Newcastle Coal Mine have been with me urging that the old rate of 8d. a ton for coal shipped at Newcastle cranes (wharf and staiths) may be reverted to; and they add that they have made special arrangements with Mr. Higgs for shipping their coal at Newcastle as far as possible, instead of Bullock Island.

I understood that Mr. Higgs was desirous of removing, as far as possible, the coal shipping to Bullock Island, and opposed on that ground the application of the Steamer's Association for the right to coal at Newcastle instead of Bullock Island. However, there may be special reasons for allowing a different procedure to the Newcastle Company; it gives, however, rise to the demand they make for a reduction in the rate.

One of the grounds for this demand is that if the Company required the Department to send an engine for their coal to the pit's mouth, instead of bringing it themselves from the pit's mouth to the junction of their line with ours, an expense to the Department of more than 2d. a ton would be incurred; and they urge that as they are the only Coal Company who save the Department this expense, they should be allowed a corresponding reduction.

There may be some force in this representation if the facts, as regards the saving effected by us, are as stated.

Will Mr. Higgs please report.

CHAS. A. G., 8/10/80.

There can be no doubt that it would pay the Department much better to allow the present practice to continue—that is, it would pay us better to haul the coal from the Junction at 8d. per ton than to run to their pit and charge 10d. per ton. I believe the distance from the junction to the pit is about 2 miles. Thus it will be seen that if we run our engines to the pit we can only charge an additional 2d. per ton for running 2 miles further than we do now.—J. HIGGS, 13/10/80. Commissioner.

I think on the whole we must observe the rate fixed by Governor and Executive Council; if we have to run to pit's mouth we must do so. I hardly think it would increase the cost 2d. a ton. Mr. Higgs has not explained why he proposes to ship this particular Company's coal at Newcastle wharf.—CHAS. A. G., 15/10/80.

Seen. The only reason I have for suggesting that this Company's coal be shipped at Newcastle is that the cranes at Newcastle are so much nearer to the Company's junction, consequently we have a much less distance to haul the coal when it is shipped at Newcastle.—J. HIGGS, 19/10/80. Commissioner.

Seen.—CH.A.G., 20/10/80.

No. 12.

Mr. S. Keightley to The Commissioner for Railways.

Dear Sir,

Newcastle, 28 October, 1880.

As your collector will be with me in a day or two for the sum due for traction to Newcastle to steam cranes and staiths, will you kindly advise me of the decision you have come to on this matter, as I am desirous of handing over the cheque promptly. If you are not yet definitely decided, kindly drop a line to the Traffic Manager to that effect, so that he may not press for payment immediately.

Yours obediently,

STEWART KEIGHTLEY,
Manager.

Inform of decision.—D.V., 4/11/80.

No. 13.

The Commissioner for Railways to Mr. S. Keightley.

Sir, Department of Public Works, Railway Branch, 4 November, 1880.
 With reference to your letter of 28th ultimo, further respecting the charge made for the carriage to, and shipment of coal at Newcastle for your Company, and asking what decision has been come to in the matter, I have the honor to inform you that Mr. Secretary Lackey, after giving the subject every consideration, cannot authorize any reduction on the minimum rate fixed by the Governor and Executive Council, viz., 10d. per ton.

I have, &c.,

CHAS. A. GOODCHAP,
 Commissioner for Railways.

Mr. S. Keightley to The Commissioner for Railways.

Sir, Newcastle, 8 November, 1880.
 Your letter of the 4th instant duly to hand concerning the increased rate you intend charging this Company for the haulage of coal, or rather for shunting and shipping the same.

I regret very much that you and Mr. Secretary Lackey should have seen fit to increase the charge hitherto paid by this Company.

I have, &c.,

STEWART KEIGHTLEY,
 Manager.

Traffic Auditor to sec.—D.V., 12/11/80. Secn.—THOS. CARLISLE, 15/11/80.

No. 14.

Memorandum by Assistant Traffic Auditor.

Government Railways, Traffic Audit Branch, 16/12/80.

Memorandum to Auditor.

NEWCASTLE Coal Company.—Undercharge of 2d. per ton on coal shipped at Bullock Island to 30th May, 1880, £334 19s. 8d.

The above is still unpaid.

JOHN SEALE.

I think the Traffic Manager has this matter in hand. Please say what action has been taken or is proposed to be taken to recover payment.—THOS. CARLISLE, 17/12/80. Traffic Manager Northern Line. This matter is now before the Commissioner.—J. HIGGS, 21/12/80. Auditor. The Commissioner's instructions must be carried out, and the undercharge collected without further delay; probably Mr. Higgs can collect without resorting to the alternative.—THOS. CARLISLE, 30/12/80. Traffic Manager, Northern Line. Every effort (without taking the extreme or alternative) has been made to collect the amount, but I regret to say without success.—J. HIGGS, 3/1/81.

There is no justification for having charged the Company less than 10d. a ton to Bullock Island; the undercharge must be collected, and I must hold Traffic Manager responsible for collecting it.—CHAS. A. G., 13/1/81. Write to Company and say that I cannot allow the claims of the Department to be ignored; the amount due must be paid, and if not paid by the end of this month, I shall take the course which the 105th section of the Railway Act empowers me to take in order to obtain payment.—CHAS. A. G., 13/1/81.

No. 15.

The Commissioner for Railways to The Manager, Newcastle Coal Company.

Sir, Department of Public Works, Railway Branch, Sydney, 15 January, 1881.
 With reference to the charge made for the carriage and shipment of coal at Bullock Island for your Company, I have the honor to inform you that it is reported to me that although repeated applications have been made for the payment of the amount due (£344 19s. 8d.) no settlement has yet been made. I have therefore to intimate that I cannot allow the claims of the Department to be ignored, and unless the amount be paid before the end of the present month, I shall have no alternative but to adopt the course which the 105th section of the Railway Act empowers me to take in order to obtain payment.

I have, &c.,

CHAS. A. GOODCHAP,
 Commissioner for Railways.

Telegram from Wallsend to Commissioner for Railways.

PLEASE allow dispute about Newcastle Coal Company's traction to stand over until after next week. They sent me letter interview you on the subject, did not receive it; circumstances surrounding case require personal explanation; Higgs has instructions stop traffic Monday; please cancel order until after interview. Deputation want interview you next week; I much prefer week following reply.

JAS. FLETCHER, 29/1/81.

Inform that no proceedings will be taken till opportunity afforded of explanation.—CHAS. A. G., 29/1/81. Telegram sent to Mr. Fletcher, 29/1/81. A deputation waited upon the Minister in this matter. Submitted for decision.—CHAS. A. G., 21/2/81. I see no alternative but the collection of the rates as fixed by the Governor and Executive Council.—J.L., 23/2/81. Convey this decision to Mr. Fletcher, and also inform Newcastle Company, adding that I trust they will now pay the amount due without entailing upon me the necessity of taking other proceedings, which I should regret very much to be obliged to do.—CHAS. A. G., 23/2/81. Mr. Higgs, B.C., 28/2/81. I have given the Company notice that unless the amount is paid within a week, I will take possession of a sufficient number of their waggons to indemnify the Department; will report further when the time expires.—J. HIGGS, 15/3/81. Commissioner.

No. 16.

The Commissioner for Railways to J. Fletcher, Esq., M.P.

Sir, Department of Public Works, Railway Branch, Sydney, 25 February, 1881.

In adverting to the deputation which waited upon the Honorable the Secretary for Public Works, respecting the charge made for the carriage and shipment of coal at Bullock Island for the Newcastle Coal-mining Company, I have the honor, by direction of Mr. Secretary Lackey, to inform you that after giving the representations made to him the fullest consideration, he sees no alternative but to direct the collection of the rates as fixed by the Governor and Executive Council.

I have, &c.,

CH. A. GOODCHAP,

Commissioner for Railways.

The Commissioner for Railways to The Manager, Newcastle Coal-mining Company.

Sir, Department of Public Works, Railway Branch, Sydney, 25 February, 1881.

In adverting to the interview which Mr. James Fletcher, M.P., and other gentlemen had with the Honorable the Secretary for Public Works, respecting the charge made for the carriage and shipment of coal at Bullock Island for your Company, I have the honor to inform you that Mr. Secretary Lackey, after giving the matter his best consideration, has decided that the rates as fixed by the Government and Executive Council must be collected; and I trust therefore that your Company will now pay the amount due without entailing upon me the necessity of taking other proceedings, which I should regret very much being obliged to do.

I have, &c.,

CH. A. GOODCHAP,

Commissioner for Railways.

No. 17.

Mr. S. Keightley to The Traffic Manager.

Dear Sir, Newcastle, 17 March, 1881.

Your letter of the 15th instant to hand, giving notice that if the sum of £334 19s. 8d., which you say is due by my Company to your Department, for haulage, &c., of coal shipped at Bullock Island up to 30th May, 1880, is not paid by a week from the date of your letter you will be reluctantly compelled to hold my Company's rolling stock in satisfaction of the claim.

Your letter had the attention and careful consideration of my Directors at their meeting last evening, at which I was instructed to pay the demand made, under protest, and without any prejudice to any step or steps the Company may take in order to protect themselves.

You will therefore please find within a cheque for the full amount claimed by you, and paid by my Directors under the conditions named.

I am, &c.,

STEWART KEIGHTLEY.

To Station-master, Newcastle, with cheque and account, to be discharged in usual way. To be returned.—F.R.N., 18/3/81. Cheque received and account returned herewith.—T.N.C., 18/3/81. Replied and account returned.—J.B., 18/3/81. Forwarded for Commissioner's information. It will be seen that the Newcastle Coal Co. have paid the outstanding account. The papers bearing on the matter were sent to the Head Office on the 15th instant.—J. HIGGS, 18/3/81. Commissioner. Seen.—CHAS. A.G., 23/3/81.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES

RAILWAY EXTENSION TO FORBES.

(PETITION FROM THOMAS FINN, J.P., CHAIRMAN OF A PUBLIC MEETING HELD AT CONOWINDRA.)

Received by the Legislative Assembly, 13 December, 1881.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Inhabitants of the Town and District of Canowindra, in the Colony of New South Wales,—

HUMBLY SHOWETH:—

That at a public meeting, held at Canowindra, on the tenth of December, one thousand eight hundred and eighty-one, resolutions were carried affirming,—

That the western extension of railway to Forbes should start from Blayney instead of from Orange, for the following reasons:—

Because the extension to Forbes is avowedly the first instalment of a line to Wilcannia, and from no point of the western line can Wilcannia be reached by as short a distance as from Blayney.

Because a line from Blayney will benefit more settlers, go through better land, touch or go near more important centres of population than any other line.

Because a line from Blayney will cost less than the one proposed by the Government, and its adoption will ensure a further extension towards Wilcannia out of the money voted.

Because the line from Orange *via* Molong to near Forbes will only come near the Lachlan River at Forbes, and the settlers residing on both sides of that river from Cowra to Forbes will find themselves permanently injured by the line which, owing to the geographical position of the country where they reside, ought to be constructed for their benefit.

That your Petitioners earnestly pray that your Honorable House, taking the foregoing into consideration, will alter the decision arrived at last April, and make Blayney the starting point of the line to Forbes, or at least postpone the matter until the voice of the people has had time to make itself heard.

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

Signed on behalf of the Petitioners.

THOS. FINN, J.P.,
Chairman.

Similar Petitions were received:—

On 13th December, from W. P. Costello, Chairman of a Public Meeting, held at Goolagong.

„ 13th „ from James Jardine, „ „ „ Forbes.

„ 14th „ from Laurence Kirby, „ „ „ Eugowra.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

RAILWAY EXTENSION TO FORBES.

(PETITION FROM JAMES JARDINE, CHAIRMAN OF A PUBLIC MEETING HELD AT FORBES.)

Received by the Legislative Assembly, 13 December, 1881.

To the Honorable the Speaker and the Honorable Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the adult inhabitants of the town and district of Forbes, in the Colony of New South Wales,—

HUMBLY SHOWETH :—

That at a Public Meeting held at Forbes, on the tenth day of December, 1881, resolutions were unanimously carried, affirming that a line of Railway from Murrumburrah to Forbes is a better line to connect the Southern and Western Railways than the line proposed by the Government from Murrumburrah to Blayney, for the following reasons :—

- 1st. Because a line constructed avowedly as a link line should connect two points of the existing lines between which there is considerable traffic. The line proposed by the Government is to go from Blayney to Cowra, from Cowra to Young, and from Young to Murrumburrah. Between Blayney and Cowra and between Murrumburrah and Young traffic exists, but so little traffic is there between Cowra and Young, a distance of nearly 50 miles, between those two places which it is now proposed to connect by railway, that there is no direct mail communication. A Western line from Blayney would provide for the traffic between Blayney and Cowra, and a line from Murrumburrah to Forbes, *via* Young and Grenfell, would provide for the traffic which has existed between those two places since that part of the Colony was settled.
- 2nd. Because the line proposed by the Government would bring to the already overtasked Western line traffic which now finds its way to the Southern line; whereas, if the Western line were tapped at Forbes from Murrumburrah, all the produce of the Lachlan Valley, including the copper of Mount Hope and Nymagee, could be sent to Sydney by the Southern line.
- 3rd. Because should the Murrumburrah-Blayney line be constructed, the important settlements of Grenfell, Marsden, and the Bland country would be left totally unprovided for.
- 4th. Because a line from Murrumburrah to Forbes would run through better country, benefit more settlers, and cost considerably less than the one from Murrumburrah to Blayney. The amount saved by its adoption would be sufficient to push further the Western extension out of the sum already voted.
- 5th. Because a line from Murrumburrah to Forbes would harmonize with our railway system, being the best possible connection between the Southern and Western lines, and at the same time be a continuation of the railway from the Victorian Border at Albury, running through the Colony from north to south, and following one of the principal stock routes of the Colony.

That your Petitioners earnestly pray that you will take the foregoing matters into your serious consideration, with a view to having a loop-line that would embrace more and better country, and at the same time benefit a larger proportion of the population than the Murrumburrah to Blayney link line would.

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

Signed on behalf of the Petitioners,

JAS. JARDINE,
Chairman of the Meeting.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

RAILWAY FROM GRAFTON *via* GLEN INNES TO INVERELL.

(PETITION FROM JAMES H. HINDMARSH, CHAIRMAN OF A PUBLIC MEETING OF RESIDENTS OF
INVERELL AND DISTRICTS.)

Received by the Legislative Assembly, 19 December, 1881.

To the Honorable the Members of the Legislative Assembly of New South Wales in Parliament assembled.
The Petition of the undersigned residents of Inverell and Districts,—

HUMBLY SHOWETH :—

1. That your Petitioners have been for years badly in need of cheap and speedy means of communication with Sydney, and believe that the line from Grafton *via* Glen Innes to Inverell would serve the purpose of your Petitioners.

2. That your Petitioners desire to express their regret that no provision has been made during the present Session for the construction of this line.

3. That in the present year the Districts of Inverell and Glen Innes produced 2,000 tons of wool and over 6,000 tons of tin-ore, and received over 7,000 tons of merchandise in the same period. And further that there is in the Districts named not less than two millions of acres of the best wheat-growing land in the Colony, and had we cheap carriage we could produce over 500,000 tons of wheat, as the average yield for a number of years has been over 20 bushels to the acre.

4. That your Petitioners believe that this line would be one of the best paying Railways in the Colony, as it would pass through the best agricultural district in Australia, embracing land fit for sugar-growing, wine-producing, maize, and wheat culture; besides tobacco, arrowroot, and a variety of other productions, and is the only line that would properly tap the great tin producing Districts. The Railway would also help to develop the other mineral resources that are known to exist, such as antimony, bismuth, marble, iron, coal, gold, &c., &c.

Your Petitioners therefore humbly pray that the foregoing be taken into consideration, and that your Honorable House will grant such relief as it may in its wisdom deem fit.

And your Petitioners, as in duty bound, will ever pray, &c.

Signed by the Chairman for and on behalf of the Petitioners in Public Meeting assembled, on
Saturday, the 10th December, 1881.

JAS. H. HINDMARSH,
Chairman.

1881.

NEW SOUTH WALES.

LANDS FOR PUBLIC PURPOSES ACQUISITION ACT.
(PROCLAMATIONS OF LANDS RESUMED.)

Presented to Parliament pursuant to Act 44 Vic. No. 16, sec. 6.

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } SIR AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
Lord AUGUSTUS LOFTUS), Knight Grand
(L.S.) Cross of the Most Honorable Order of
AUGUSTUS LOFTUS, the Bath, a Member of Her Majesty's
Governor. Most Honorable Privy Council, Governor
and Commander-in-Chief of the Colony
of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the loading and discharge of vessels at the Wharfs at Darling Harbour, in the City of Sydney in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Loan Act of 1880," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act" do, by this notification, published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the providing of wharfage accommodation for the berthing, loading, and discharging of vessels, to the intent that upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interest, contracts, charges, rates, rights-of-way or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following are the descriptions of the lands hereinbefore referred to, that is to say:—

Description of land to be resumed for Railway purposes.

1. All that piece or parcel of land situate in the parish of St. Andrew, county of Cumberland, containing 24 perches more or less. Commencing at the intersection of the western

boundary of the Railway land with the east side of Pymont-street; and bounded on the west by that street northerly, 680 links to William-street; on the north by William-street easterly, 43 links to the Railway land; and on the east by the Railway land southerly 681 links, to the point of commencement.

2. All that piece or parcel of land situate in the parish of St. Andrew, county of Cumberland, containing 2 roods 14 perches more or less: Commencing at the north-eastern extremity of William-street, at its intersection with the Railway land; and bounded on the south by that street bearing westerly, 49 links to Pymont-street; on the west by Pymont-street northerly, 800 links to the Quarry-street; on the north by Quarry-street easterly 99 links to the Railway land; and on the east by the Railway land southerly, 801 links, to the point of commencement.

3. All that piece or parcel of land situate in the parish of St. Andrew, county of Cumberland, containing 1 acre 0 roods 6 perches more or less: Commencing at the north-eastern extremity of Quarry-street at its intersection with the Railway land; and bounded on the south by Quarry-street westerly, 105 links to Pymont-street; on the west by Pymont-street northerly, 800 links to Fig-street; on the north by Fig-street easterly 155 links to the Railway land; and on the east by the Railway land southerly, 801 links, to the point of commencement.

4. All that piece or parcel of land situate in the parish of St. Andrew, county of Cumberland, containing 2 acres 0 roods 26 perches more or less: Commencing at the north-eastern extremity of Fig-street, at its intersection with the Railway land; and bounded on the south by Fig-street westerly, 161 links to Pymont-street; on the west by Pymont and Murray Streets northerly, 780 links to Allen-street; on the north by Allen-street easterly, 430 links to the Railway land; and on the east by the Railway land southerly, 635 links, to the point of commencement.

5. All that piece or parcel of land situate in the parish of St. Andrew, county of Cumberland, containing 1 acre 1 rood more or less: Commencing at the north-eastern extremity of Allen-street at its intersection with the Railway land; and bounded on the south by Allen-street westerly, 425 links to Murray-street; on the west by Murray-street northerly, 355 links to the south-west corner of the Public School land; on the north by the southern boundary of that land easterly, 410 links to the Railway land; and on the east by the Railway southerly 305 links, to the point of commencement.

6. All that piece or parcel of land, situate in the parish of St. Andrew, county of Cumberland, containing 4 acres 1 rood 4 perches more or less: Commencing at the north-west corner of the Public School land, and bounded thence on the west by

Murray-street northerly, 900 links to Union-street, on the north by Union-street easterly, 420 links to the waters of Darling Harbour; on the east by those waters southerly, to the north-east corner of the Railway land; and on the south by the northern boundary of the Railway land and the northern boundary of the Public School land (535 links), to the point of commencement.

7. All that piece or parcel of land situate in the parish of St. Andrew, county of Cumberland, containing 3 acres 1 rood 6 perches more or less: Commencing in Union-street, at the south-eastern corner of lot 1 of the subdivision of the Pyrmont Estate; and bounded on the south by that street westerly, 447 links to Murray-street; on the west by Murray-street northerly 550 links to the waters of Darling Harbour; and on the north and east by these waters, to the point of commencement.

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

By His Excellency's Command,
JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
Lord AUGUSTUS LOFTUS), Knight Grand
(L.S.) Cross of the Most Honorable Order of
AUGUSTUS LOFTUS, Most Honorable Privy Council, Governor
Governor. and Commander-in-Chief of the Colony
of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the sewerage of the City of Sydney and its suburbs, in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the sewerage of the said City of Sydney and its suburbs, to the intent that upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession freed and discharged from all trusts, obligations, estate, interest, contracts, charges, rates, rights-of-way or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following is a description of the lands hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, and Colony of New South Wales; Commencing within the Point Piper Estate at a point on the northern boundary of John Feighan's lease of 1 acre 2 perches, which point is 144.8 links distant and bears south 84 degrees 31 minutes west from the north-easternmost corner of the said lease; thence bounded by a line bearing north 86 degrees 16 minutes west for a distance of 129.2 links; thence by a line bearing north 3 degrees 44 minutes east for a distance of 200 links; thence by a line bearing south 86 degrees 16 minutes east for a total distance of 12½ chains, that is to say, for a distance of 315.7 links to the western boundary of John Feighan's lease of 9 acres 1 rood, for a further distance of 342.6 links to the centre of Double Bay Creek, and for a further distance of 591.7 links along the same bearing; thence by a line bearing south 3 degrees 44 minutes west for a distance of 2 chains; thence by a line bearing north 86 degrees 16 minutes west for a distance of 11 chains 20.8 links, that is to say, for a distance of 574.3 links to

the centre of Double Bay Creek, being the eastern boundary of John Feighan's lease of 9 acres 1 rood, for a further distance of 323.4 links to the western boundary of the same lease, for a further distance of 76.3 links to the eastern boundary of John Feighan's lease of 1 acre 2 perches, and for a further distance of 146.8 links along the same bearing to the point of commencement; containing 2 acres 2 roods, and being a portion of the Point Piper Estate, the property of Sir Daniel Cooper, Bart.

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

By His Excellency's Command,
JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA, No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
Lord AUGUSTUS LOFTUS), Knight Grand
(L.S.) Cross of the Most Honorable Order of
AUGUSTUS LOFTUS, Most Honorable Privy Council, Governor
Governor. and Commander-in-Chief of the Colony
of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water to the City of Sydney and its suburbs in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the said City of Sydney and its suburbs, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rights-of-way, or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the lands hereinbefore referred to, that is to say—

All that piece or parcel of land situate in the parish of Menangle, county of Cumberland, and Colony of New South Wales: Commencing on the north boundary of a grant of 200 acres to G. M. Woodhouse, at a point bearing west and distant 26 chains 70 links from its north-east corner; and bounded thence by a line bearing south 4 degrees 8 minutes west about 4 chains 77 links; thence by two chains 51 links of a curve of 8 chains 27 links radius tangential to the last-described line, the chord of which bears south 12 degrees 50 minutes west about 2 chains 50 links; thence by a line bearing south 21 degrees 33 minutes west about 1½ link; thence by 3 chains 61 links of a curve of 8 chains radius tangential to the last-described line, the chord of which bears south 8 degrees 37 minutes west about 3 chains 58 links; thence by a line bearing south 4 degrees 19 minutes east about 3 chains 12 links; thence by 3 chains 56 links of a curve of 5 chains radius tangential to the last-described line, the chord of which bears south 21 degrees 44 minutes east about 3 chains 48 links; thence by a line bearing south 45 degrees 9 minutes east about 1 chain 68 links; thence by 6 chains 24 links of a curve of 9 chains radius tangential to the last-described line, the chord of which bears south 25 degrees 18 minutes east about 6 chains 12 links; thence by a line bearing south 5 degrees 26 minutes east about 2 chains 12 links; thence by a line bearing westerly about 3 chains 3 links; thence by a line bearing north 5 degrees 26 minutes west about 2 chains 47 links; thence by 4 chains 15 links of a curve of 6 chains radius tangential to the last-described line, the chord of which bears

north 25 degrees 18 minutes west about 4 chains 7 links; thence by a line bearing north 45 degrees 9 minutes west about 1 chain 68 links; thence by 5 chains 70 links of a curve of 8 chains radius tangential to the last-described line, the chord of which bears north 24 degrees 44 minutes west about 5 chains 58 links; thence by a line bearing north 4 degrees 19 minutes west about 3 chains 12 links; thence by 4 chains 97 links of a curve of 11 chains radius tangential to the last-described line, the chord of which bears north 8 degrees 37 minutes east about 4 chains 92 links; thence by a line bearing north 21 degrees 33 minutes east about 1½ link; thence by 1 chain 61 links of a curve of 5 chains 27 links radius tangential to the last-described line, the chord of which bears north 12 degrees 50 minutes east about 1 chain 59 links; thence by a line bearing north 4 degrees 8 minutes east about 4 chains 39 links to the aforesaid north boundary of a grant of 200 acres to G. M. Woodhouse; thence by that boundary bearing east about 3 chains 3 links, to the point of commencement, containing 8 acres 1 rood and 18 perches, and said to be in the possession and occupation of M. Vardy.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this eleventh day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's Reign.

By His Excellency's Command,
JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } SIR AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
Lord AUGUSTUS LOFTUS), Knight Grand
Cross of the Most Honorable Order of
the Bath, a Member of Her Majesty's
(L.S.) Most Honorable Privy Council, Governor
AUGUSTUS LOFTUS, and Commander-in-Chief of the Colony
Governor. of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water to the City of Sydney and its suburbs, in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council, of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the said City of Sydney and its suburbs, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interests, contracts, charges, rates, rights-of-way, or other encumbrances whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the lands hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the parish of Menangle, county of Cumberland, and Colony of New South Wales: Commencing on the boundary-line dividing a grant of 60 acres to Paul Huon from a grant of 30 acres to B. Moran, at a point bearing south and distant 12 chains 35 links from the north-west corner of the aforesaid grant of 30 acres to B. Moran; and bounded thence by a line bearing north 36 degrees 54 minutes west about 18 chains 53 links; thence by a line bearing south 53 degrees 6 minutes west about 1 chain 82 links; thence by a line bearing north 36 degrees 54 minutes west about 3 chains 58 links; thence by a line bearing west about 9 chains 85 links; thence by a line bearing north 6 degrees 15 minutes east about 5 chains 30 links; thence by a line bearing north 17 degrees 30 minutes west about 10 chains 61 links; thence by a line bearing north 9 degrees east about 13 chains 3 links; thence by a line bearing east about 1 chain

67 links; thence by a line bearing north 2 degrees 16 minutes east about 91 links; thence by 5 chains 83 links of a curve of 7 chains radius tangential to the last described line, the chord of which bears north 26 degrees 10 minutes east about 5 chains 67 links; thence by a line bearing north 50 degrees 3 minutes east about 2 chains 15 links; thence by 2 chains 6 links of a curve of 1 chain 76 links radius tangential to the last described line, the chord of which bears north 16 degrees 25 minutes east about 1 chain 94 links; thence by a line bearing north 17 degrees 14 minutes west about 4 chains 73 links; thence by 98 links of a curve of 47 links radius tangential to the last described line, the chord of which bears north 73 degrees 41 minutes west about 83 links; thence by a line bearing south 49 degrees 52 minutes west about 3 chains 38 links; thence by 7 chains 24 links of a curve of 4 chains radius tangential to the last described line, the chord of which bears north 78 degrees 18 minutes west about 6 chains 29 links; thence by a line bearing north 26 degrees 28 minutes west about 58 links; thence by 1 chain 36 links of a curve of 14 chains radius tangential to the last described line, the chord of which bears north 23 degrees 41 minutes west about 1 chain 32 links to the south-eastern boundary of a road dividing the properties of T. Vardy and J. Fitzpatrick; thence by that boundary bearing north 21 degrees east about 5 chains 53 links; thence by 5 chains 16 links of a curve of 11 chains radius tangential to the next described line, the chord of which bears south 13 degrees 4 minutes east about 5 chains 11 links; thence by a line bearing south 26 degrees 28 minutes east about 58 links; thence by 1 chain 80 links of a curve of 1 chain radius tangential to the last described line, the chord of which bears south 78 degrees 18 minutes east about 1 chain 58 links; thence by a line bearing north 49 degrees 52 minutes east about 3 chains 38 links; thence by 6 chains 89 links of a curve of 3 chains 47 links radius tangential to the last described line, the chord of which bears south 73 degrees 41 minutes east about 5 chains 83 links; thence by a line bearing south 17 degrees 14 minutes east about 4 chains 73 links; thence by 5 chains 59 links of a curve of 4 chains 76 links radius tangential to the last described line, the chord of which bears south 16 degrees 25 minutes west about 5 chains 27 links; thence by a line bearing south 50 degrees 3 minutes west about 2 chains 15 links; thence by 3 chains 33 links of a curve of 4 chains tangential to the last described line, the chord of which bears south 26 degrees 10 minutes west about 3 chains 24 links; thence by a line bearing south 2 degrees 16 minutes west about 5 links; thence by 6 chains 8 links of a curve of 10 chains 50 links radius tangential to the last described line, the chord of which bears south 18 degrees 52 minutes west about 6 chains; thence by a line bearing south 35 degrees 28 minutes west about 1 chain 74 links; thence by 1 chain of a curve of 1 chain radius tangential to the last-described line, the chord of which bears south 6 degrees 34 minutes west about 97 links; thence by a line bearing south 22 degrees 20 minutes east about 23 links; thence by 3 chains 64 links of a curve of 4 chains radius tangential to the last-described line, the chord of which bears south 3 degrees 41 minutes west about 3 chains 50 links; thence by a line bearing south 29 degrees 42 minutes west about 44 links; thence by 3 chains 32 links of a curve of 2 chains radius tangential to the last-described line, the chord of which bears south 17 degrees 48 minutes east about 2 chains 95 links; thence by a line bearing south 65 degrees 18 minutes east about 62 links; thence by 2 chains 80 links of a curve of 4 chains radius tangential to the last-described line, the chord of which bears south 45 degrees 11 minutes east about 2 chains 76 links; thence by a line bearing south 25 degrees 3 minutes east about 23 links; thence by 6 chains 94 links of a curve of 9 chains radius tangential to the last-described line, the chord of which bears south 47 degrees 10 minutes east about 6 chains 77 links; thence by a line bearing south 69 degrees 16 minutes east about 35 links; thence by 3 chains of a curve of 6 chains radius tangential to the last-described line, the chord of which bears south 54 degrees 54 minutes east about 2 chains 97 links; thence by a line bearing south 36 degrees 54 minutes east about 6 chains 52 links; thence by a line bearing south 53 degrees 6 minutes west about 1 chain 97 links; thence by a line bearing south 36 degrees 54 minutes east about 17 chains 5 links to the aforesaid boundary-line, dividing a grant of 60 acres to Paul Huon from a grant of 30 acres to B. Moran; thence by that boundary bearing south about 1 chain 74 links, to the point of commencement,—containing 31 acres 1 rood and 32 perches, and said to be in the possession and occupation of T. Vardy.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this eleventh day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's Reign.

By His Excellency's Command,
JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
LORD AUGUSTUS LOFTUS), Knight Grand
Cross of the Most Honorable Order of
the Bath, a Member of Her Majesty's
(L.S.) }
AUGUSTUS LOFTUS, Most Honorable Privy Council, Governor
Governor, and Commander-in-Chief of the Colony
of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water to the City of Sydney and its suburbs in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the City of Sydney and its suburbs, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interest, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent further, that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the lands hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotments 9 and 10 of section 6 on a plan of subdivision of the Norwood Estate: Commencing on the southern boundary of the Canterbury Road, at a point bearing south 66 degrees 30 minutes west and distant 221 feet from the intersection of the western boundary of Victoria-street with the southern boundary of the Canterbury Road; and bounded thence by the eastern boundaries of the aforesaid allotments bearing south 23 degrees 36 minutes east 194 feet 8 inches to the northern boundary of Chester-place; thence by part of the northern boundary of Chester-place bearing south 66 degrees 32 minutes west 40 feet to the western boundary of allotment 9; thence by the western boundaries of allotments 9 and 10, bearing north 23 degrees 36 minutes west 194 feet 8 inches to the southern boundary of the Canterbury Road; thence by part of the southern boundary of that road bearing north 66 degrees 30 minutes east 40 feet, to the point of commencement,—containing twenty-eight and three-fifths perches, and said to be in the possession and occupation of H. Hughes, Camperdown.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this eleventh day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's Reign.

By His Excellency's Command,

JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency The Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
LORD AUGUSTUS LOFTUS), Knight Grand
Cross of the Most Honorable Order of
(L.S.) }
AUGUSTUS LOFTUS, Most Honorable Privy Council, Governor
Governor, and Commander-in-Chief of the Colony
of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water to the City of Sydney and its

suburbs in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described, have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the said City of Sydney and its suburbs, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors on behalf of Her Majesty for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent, further, that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act. And I declare that the following is the description of the lands hereinbefore referred to, that is to say:—

All that piece or parcel of land, situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotment No. 15 of section 6 on a plan of subdivision of the Norwood Estate: Commencing on the northern boundary of Chester-place, at a point bearing north 66 degrees 32 minutes east and distant 400 feet from the intersection of the northern boundary of Chester-place with the eastern boundary of Audley-street; and bounded thence by part of the northern boundary of Chester-place bearing north 66 degrees 32 minutes east 40 feet to the eastern boundary of allotment 15; thence by the eastern boundary of that allotment bearing north 23 degrees 36 minutes west 97 feet 4 inches to the southern boundary of allotment 16; thence by the southern boundary of that allotment bearing south 66 degrees 32 minutes west 40 feet to the western boundary of allotment 15; thence by the western boundary of that allotment bearing south 23 degrees 36 minutes east 97 feet 4 inches, to the point of commencement,—containing fourteen and one-third perches, and said to be owned by one Cooper, christian name unknown.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this eleventh day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's Reign.

By His Excellency's Command,

JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA, No. 16.

NEW SOUTH WALES, } By His Excellency The Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
LORD AUGUSTUS LOFTUS), Knight Grand
Cross of the Most Honorable Order of
(L.S.) }
AUGUSTUS LOFTUS, Most Honorable Privy Council, Governor
Governor, and Commander-in-Chief of the Colony
of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water to the City of Sydney and its suburbs in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the said City of Sydney and its suburbs, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public

Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of an inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interest, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent, further, that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the lands hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotment No. 17 of section G on a plan of subdivision of the Norwood Estate: Commencing on the northern boundary of Chester-place, at a point bearing north 66 degrees 32 minutes east, and distant 360 feet from the intersection of the northern boundary of Chester-place with the eastern boundary of Audley-street; and bounded thence by part of the northern boundary of Chester-place bearing north 60 degrees 32 minutes east 40 feet to the eastern boundary of allotment 17 aforesaid; thence by the eastern boundary of that allotment bearing north 23 degrees 36 minutes west 97 feet 4 inches to the southern boundary of allotment 18; thence by the southern boundary of that allotment bearing south 66 degrees 32 minutes west 40 feet to the western boundary of allotment 17; thence by the western boundary of that allotment bearing south 23 degrees 36 minutes east 97 feet 4 inches to the point of commencement,—containing fourteen and one-third perches, and said to be owned by J. P. Lister.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this eleventh day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's Reign.

By His Excellency's Command,
JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER 44 VICTORIA, No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
Lord AUGUSTUS LOFTUS), Knight Grand
Cross of the Most Honorable Order of
the Bath, a Member of Her Majesty's
(L.S.) Most Honorable Privy Council, Governor
AUGUSTUS LOFTUS, and Commander-in-Chief of the Colony
Governor. of New South Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water to the City of Sydney and its suburbs, in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the Supply of Water to the said City of Sydney and its suburbs, to the intent that upon the publication of this notification in the Gazette the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interest, contracts, charges, rates, rights-of-way or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto and conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the lands hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the parish of Menangle, county of Cumberland, and Colony of New South Wales: Commencing on the west boundary of a grant of 30 acres to B. Moran, at a point bearing south and distant 10 chains 61 links from its north-west corner; and bounded

thence by a line bearing south 36 degrees 54 minutes east about 12 chains 58 links; thence by a line bearing north 53 degrees 6 minutes east about 1 chain 78 links; thence by a line bearing south 36 degrees 54 minutes east about 4 chains 55 links; thence by a line bearing south 53 degrees 6 minutes west about 1 chain 73 links; thence by a line bearing south 36 degrees 54 minutes west about 27 chains 14 links; thence by a line bearing north 53 degrees 6 minutes east about 98 links; thence by a line bearing south 52 degrees 30 minutes east about 6 chains 6 links; thence by a line bearing south 4 degrees 8 minutes west about 3 chains 86 links; thence by a line bearing west about 6 chains 97 links; thence by a line bearing north 4 degrees 8 minutes east about 3 chains 55 links; thence by 2 chains 15 links of a curve of 3 chains radius tangential to the last described line, the chord of which bears north 16 degrees 23 minutes west about 2 chains 11 links; thence by a line bearing north 53 degrees 6 minutes east about 1 chain 50 links; thence by a line bearing north 36 degrees 54 minutes west about 27 chains 14 links; thence by a line bearing south 53 degrees 6 minutes west about 1 chain 73 links; thence by a line bearing north 53 degrees 6 minutes east about 1 chain 73 links; thence by a line bearing north 36 degrees 54 minutes west about 11 chains 9 links; thence by a line bearing north 1 chain 74 links, to the point of commencement,—containing 10 acres and 26 perches, and said to be in the possession of W. Graham and occupation of T. Fitzgibbon.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this eleventh day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's Reign.

By His Excellency's Command,
JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER 44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
Lord AUGUSTUS LOFTUS), Knight Grand
Cross of the Most Honorable Order of
the Bath, a Member of Her Majesty's
(L.S.) Most Honorable Privy Council, Governor
AUGUSTUS LOFTUS, and Commander-in-Chief of the Colony
Governor. of New South Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water to the City of Sydney and its suburbs in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the said City of Sydney and its suburbs, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interest, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent, further, that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the lands hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the parish of Menangle, county of Cumberland, and Colony of New South Wales: Commencing at the junction of the western boundary of the road leading from Menangle to Campbelltown with the southern boundary of a road leading from the first-mentioned road to Glenlee; and bounded thence by the said boundary of road leading to Glenlee bearing north 67 degrees west about 3 chains 41 links; thence by a line bearing south 2 degrees 15 minutes east about 6 chains 89 links to the aforesaid western boundary of the road leading to Campbelltown; thence by that

boundary bearing first north 21 degrees 30 minutes east about 4 chains 70 links; then north 36 degrees 30 minutes east about 1 chain 59 links to the point of commencement,—containing 2 roods and 6 perches, and said to be in the possession and occupation of Mrs. Jordan.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this eleventh day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's Reign.

By His Excellency's Command,
JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA, No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
Lord AUGUSTUS LOFTUS), Knight Grand
Cross of the Most Honorable Order of
the Bath, a Member of Her Majesty's
(L.S.)
AUGUSTUS LOFTUS, Most Honorable Privy Council, Governor
and Commander-in-Chief of the Colony
of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain work for and in connection with the supply of water to the City of Sydney and its suburbs, in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the said City of Sydney and its suburbs, to the intent that upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interest, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the lands hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotments Nos. 11, 12, 13, 14, of section 6, on a plan of subdivision of the Norwood estate: Commencing at a point on the southern boundary of the Canterbury Road bearing south 66 degrees 30 minutes west and distant 261 feet from the intersection of the western boundary of Victoria-street with the southern boundary of the Canterbury Road; and bounded thence by the western boundaries of lots 9 and 10 bearing south 23 degrees 36 minutes east 194 feet 8 inches to the northern boundary of Chester-place; thence by part of the northern boundary of Chester-place bearing south 66 degrees 32 minutes west 80 feet to the western boundary of allotment 13; thence by the western boundaries of allotments 13 and 14 bearing north 23 degrees 36 minutes west 194 feet 8 inches to the southern boundary of the Canterbury Road; thence by part of the southern boundary of that road bearing north 66 degrees 30 minutes east 80 feet to the point of commencement,—containing one rood seventeen and one-fifth perches, and said to be owned by the trustees of the estate of Mrs. Lister.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this eleventh day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's Reign.

By His Excellency's Command,
JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA, No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
Lord AUGUSTUS LOFTUS), Knight Grand
Cross of the Most Honorable Order of
the Bath, a Member of Her Majesty's
(L.S.)
AUGUSTUS LOFTUS, Most Honorable Privy Council, Governor
and Commander-in-Chief of the Colony
of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water to the City of Sydney and the suburbs in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the said City of Sydney and its suburbs, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interest, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent, further, that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee, with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the lands hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the parish of Petersham, county of Cumberland, and Colony of New South Wales, being allotments Nos. 16 and 18 of section 6 on a plan of subdivision of the Norwood estate: Commencing on the southern boundary of the Canterbury Road, at a point bearing south 66 degrees 30 minutes west and distant 341 feet from the intersection of the western boundary of Victoria-street with the southern boundary of the Canterbury Road; and bounded thence by the eastern boundary of allotment 16 bearing south 23 degrees 36 minutes east 97 feet 4 inches to the southern boundary of allotment 16 aforesaid; thence by the southern boundaries of allotments 16 and 18 bearing south 66 degrees 32 minutes west 80 feet to the western boundary of allotment 18; thence by the western boundary of that allotment bearing north 23 degrees 36 minutes west 97 feet 4 inches to the southern boundary of the Canterbury Road; thence by part of the southern boundary of that road bearing north 66 degrees 30 minutes east 80 feet to the point of commencement,—containing twenty-eight and three-fifth perches, and said to be owned by John Johnson.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this eleventh day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's Reign.

By His Excellency's Command,
JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA, No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called Lord
AUGUSTUS LOFTUS), Knight Grand Cross
of the Most Honorable Order of the
(L.S.)
AUGUSTUS LOFTUS, Bath, a Member of Her Majesty's Most
Honorable Privy Council, Governor and
Commander-in-Chief of the Colony of
New South Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water to the City of Newcastle and the towns of Maitland, Morpeth, and the mining townships situated in the Hunter River Districts, in the said Colony, for and towards the completion of which said works public funds

are available under the provisions of the "Appropriation Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification published in the Gazette and in a newspaper, that is to say, in the "Maitland Mercury," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the City of Newcastle, and the towns of Maitland, Morpeth, and the mining townships situated in the Hunter River Districts, to the intent that upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interest, contracts, charges, rates, rights-of-way or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following are the descriptions of the lands hereinbefore referred to, that is to say:—

1st. All that piece or parcel of land situate in the parish of Maitland, county of Northumberland, and Colony of New South Wales, being part of portions Nos. 12 and 17: Commencing at a point on the north boundary of portion No. 12, bearing north 88 degrees 21 minutes east and distant 17 chains 20 links from the north-west corner of portion No. 12 aforesaid; and bounded thence by a part of the northern boundary of portions Nos. 12 and 17, bearing north 88 degrees 21 minutes east about 8 chains; thence by a line bearing south 1 degree 39 minutes east about 3 chains 43 links; thence by a line bearing south 88 degrees 21 minutes west about 8 chains; thence by a line bearing north 1 degree 39 minutes west about 3 chains 43 links to the point of commencement,—containing 2 acres 3 roods 39 perches, said to be in the possession and occupation of J. Nixon.

2nd. All that piece or parcel of land situate in the parish of Maitland, county of Northumberland, and Colony of New South Wales, being part of portions Nos. 13, 14, 15: Commencing at a point on the west boundary of portion No. 13; bearing south 1 degree 30 minutes east and distant 2 chains 89 links from the north-west corner of that portion; and bounded thence by a line bearing south 43 degrees 16 minutes east about 29 chains 45 links; thence by a line bearing north 88 degrees 21 minutes east about 5 chains 51 links; thence by a line bearing south 1 degree 39 minutes east about 2 chains 80 links; thence by a line bearing north 80 degrees east about 20 chains 94 links; thence by a line bearing south 1 degree 30 minutes east about 50½ links; thence by a line bearing south 80 degrees west about 20 chains 94 links; thence by a line bearing south 1 degree 39 minutes east about 1 chain 26½ links; thence by a line bearing south 88 degrees 21 minutes west about 8 chains; thence by a line bearing north 1 degree 39 minutes west about 4 chains 57 links; thence by a line bearing north 88 degrees 21 minutes east about 1 chain 82 links; thence by a line bearing north 43 degrees 16 minutes west about 23 chains 44 links; thence by a line bearing north 1 degree 30 minutes west 75 links, to the point of commencement,—containing 6 acres 24 perches, said to be in the possession and occupation of the Butti Coal Company.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this sixteenth day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's Reign.

By His Excellency's Command,

JOHN LACKEY.

GOD SAVE THE QUEEN!

**NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA No. 16.**

NEW SOUTH WALES, } By His Excellency The Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
Lord AUGUSTUS LOFTUS), Knight Grand
Cross of the Most Honorable Order of
(L.S.) the Bath, a Member of Her Majesty's
AUGUSTUS LOFTUS, Most Honorable Privy Council, Governor
Governor. and Commander-in-Chief of the Colony
of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain work for and in connection with the improvement of the Harbour of Newcastle, that

is to say, the construction of a Boat-harbour at Stockton, situated in the said Harbour of Newcastle, in the said Colony, for and towards the completion of which said work public funds are lawfully available under the provisions of the "Public Works Loan Act of 1876," and whereas the land hereinafter described is required for the construction of the said work: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette and in a newspaper, that is to say, in the "Newcastle Morning Herald and Miner's Advocate," circulated in the Police District wherein the said land is situated, declare that the land hereinafter described has been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the improvement of the Harbour of Newcastle, to the intent that upon the publication of this notification in the Gazette the legal estate in the said land shall forthwith be vested in the Minister for Public Works and his successors on behalf of her Majesty for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interests, contracts, charges, rates, rights-of-way or other easements whatsoever, and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act. And I declare that the following is the description of the land hereinbefore referred to, that is to say:—

All that piece or parcel of land containing by admeasurement 1 rood and 2 perches, situated in the parish of Stockton, county of Gloucester, having water frontage to Newcastle Harbour, adjoining, or part of, the estate of the late Dr. Mitchell, and bounded as follows: Commencing at the intersection of the southern extreme of the western side of Mitchell-street with the proclaimed line of reclamation or frontage; thence on the south by the said line of reclamation westerly a distance of 175 links; thence on the west by a line bearing northerly and parallel with Mitchell-street, a distance of 150 links; thence on the north by a line bearing easterly and parallel with the aforesaid reclamation line a distance of 175 links to the west side of Mitchell-street; thence on the east by the said west side of Mitchell-street, a distance of 150 links to the point of commencement, and said to be in the possession of Mr. Alexander Brown.

In witness whereof I have hereunto set my Hand, and caused the Great Seal of the Colony to be hereto affixed, at Government House, Sydney, this sixteenth day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's Reign.

By His Excellency's Command,

JOHN LACKEY.

GOD SAVE THE QUEEN!

**NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA, No. 16.**

NEW SOUTH WALES, } By His Excellency The Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called
Lord AUGUSTUS LOFTUS), Knight Grand
(L.S.) Cross of the Most Honorable Order of
AUGUSTUS LOFTUS, the Bath, a Member of Her Majesty's
Governor. Most Honorable Privy Council, Governor
and Commander-in-Chief of the Colony
of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the construction and erection of leading marks or beacons for purposes of navigation on the shores of the harbour of the said City of Sydney, to the intent that, upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the

said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estates, interests, contracts, charges, rates, rights-of-way, or other easements, whatsoever, and to the intent, further, that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following is the description of the lands hereinbefore referred to, that is to say:—

All that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, and Colony of New South Wales: Commencing on the foreshore of Vacluse Bay at a point bearing south seventy-seven degrees fourteen minutes east and distant one thousand three hundred and fifty-five feet from a trigonometrical station numbered Z in the survey of Port Jackson, situated on the Bottle and Glass Point; bounded thence by a line bearing south three degrees five minutes east sixty-one and one-quarter feet; thence by a line bearing south eighty-six degrees fifty-five minutes west four feet; thence by a line bearing south three degrees five minutes east twenty-two feet; thence by a line bearing north eighty-six degrees fifty-five minutes east twenty-two feet; thence by a line bearing north three degrees five minutes west twenty-two feet; thence by a line bearing south eighty-six degrees fifty-five minutes west four feet; thence by a line bearing north three degrees five minutes west seventy-seven and one-quarter feet; thence by the foreshore of Vacluse Bay, being a line bearing south thirty-eight degrees thirty minutes west twenty-one and one-half feet to point of commencement,—and containing five and one-third perches, be the same a little more or less, being a portion of a grant of eighty acres to Thomas Laycock, Also,

All that piece or parcel of land situate in the parish of Alexandria, county of Cumberland, and Colony of New South Wales: Commencing at a point on the northern side of the New South Head Road bearing north six degrees twenty-three minutes east and distant seventeen hundred and ninety-eight and one-half feet from a trigonometrical station numbered four hundred and fourteen in the survey of Port Jackson; and bounded thence by a line bearing north fifty degrees forty-eight minutes west five hundred and twenty-eight feet; thence by a line bearing south thirty-nine degrees twelve minutes west four feet; thence by a line bearing north thirty-nine degrees twelve minutes east twenty-two feet; thence by a line bearing south fifty degrees forty-eight minutes east five hundred and twenty-eight feet; thence by the northern side of the New South Head Road, being a line bearing south thirty-nine degrees twelve minutes west fourteen feet to the point of commencement,—containing twenty-nine perches, be the same a little more or less, being a portion of a grant of three hundred and seventy acres to W. C. Wentworth, and said to be in the occupation of FitzWilliam Wentworth, Esq., sole executor under the will of the late W. C. Wentworth, Esq.

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

By His Excellency's Command,
JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA, No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called Lord
AUGUSTUS LOFTUS, } Bath, a Member of Her Majesty's Most
(l.s.) } Honorable Privy Council, Governor and
Governor. } Commander-in-Chief of the Colony of
New South Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water to the City of Sydney and its suburbs, in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do, by this notification, published in the Gazette and in a newspaper, that is to say, in the "Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public

purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the said City of Sydney and its suburbs, to the intent that upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interests, contracts, charges, rates, rights-of-way, or other easements whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following are the descriptions of the lands hereinbefore referred to, that is to say:—

1st. All that piece or parcel of land situate in the parish of Narollan, county of Cumberland and Colony of New South Wales: Commencing on the boundary-line dividing the parishes of St. Peter and Narollan, at a point bearing north 6 degrees west and distant 9 chains 47 links from its junction with the northern boundary of the Glenlee Road; and bounded thence by 4 chains 77 links of a convex curve of 8 chains radius, the chord of which bears north 15 degrees 49 minutes west, 4 chains 70 links; thence by a line bearing north 1 degree 17 minutes east, 2 chains 18 links; thence by a line bearing north 88 degrees 43 minutes west, 1 chain; thence by a line bearing north 1 degree 17 minutes east, 3 chains 18 links; thence by 2 chains 45 links of a concave curve of 8 chains radius, the chord of which bears north 7 degrees 31 minutes west, 2 chains 44 links; thence by a line bearing north 16 degrees 19 minutes west, 6 chains 6 links to the northern boundary of the Great Southern Railway; thence by that boundary bearing north 73 degrees 41 minutes east, 1 chain; thence by a line bearing north 16 degrees 19 minutes west, 8 chains 67 links; thence by 8 chains 73 links of a convex curve of 8 chains radius, the chord of which bears north 15 degrees east, 8 chains 33 links to the aforesaid parish boundary; thence by that boundary bearing south 6 degrees east 34 chains 85 links, to the point of commencement, containing 5 acres and 17 perches exclusive of Railway. Also, all that piece or parcel of land situate in the parishes of St. Peter and Narollan, county and Colony aforesaid: Commencing on the northern boundary of the property of the Misses Reddall, at a point bearing north 1 degree 54 minutes west and distant 67 chains 4 links from the aforesaid junction of the Glenlee Road and the parish boundary; and bounded thence by a line bearing north 11 degrees 13 minutes west, 33 chains 33 links; thence by a line bearing south 78 degrees 47 minutes west, 1 chain 50 links; thence by a line bearing north 11 degrees 13 minutes west, 98 links; thence by 16 chains 47 links of a convex curve of 42 chains radius, the chord of which bears north 16 chains 36 links; thence by a line bearing north 11 degrees 15 minutes east, 21 chains 30 links; thence by 6 chains 36 links of a convex curve of 5 chains radius, the chord of which bears north, 47 degrees 43 minutes east 5 chains 94 links; thence by a line bearing north 84 degrees 11 minutes east, 6 links; thence by 2 chains 33 links of a concave curve of 2 chains radius, the chord of which bears north, 50 degrees 43 minutes east 2 chains 20 links; thence by a line bearing north 17 degrees 14 minutes east, 3 chains 97 links; thence by 7 chains 29 links of a convex curve of 5 chains radius, the chord of which bears north 59 degrees 1 minute east, 6 chains 65 links; thence by a line bearing south 79 degrees 13 minutes east 1 link; thence by 2 chains 5 links of a concave curve of 1 chain radius, the chord of which bears north 42 degrees 18 minutes east, 1 chain 56 links; thence by a line bearing north 16 degrees 11 minutes west, 1 chain 94 links; thence by 7 chains 85 links of a convex curve of 5 chains radius, the chord of which bears north 28 degrees 48 minutes east, 7 chains 6 links; thence by a line bearing north 73 degrees 47 minutes east, 45 links; thence by 1 chain 59 links of a concave curve of 1 chain radius, the chord of which bears north 28 degrees 6 minutes east, 1 chain 42 links; thence by a line bearing north 17 degrees 35 minutes west, 98 links; thence by 10 chains of a convex curve of 8 chains radius, the chord of which bears north 18 degrees 13 minutes east, 9 chains 36 links; thence by a line bearing north 54 degrees 2 minutes east, 1 chain 98 links; thence by 3 chains 48 links of a concave curve of 3 chains radius, the chord of which bears north 20 degrees 41 minutes east, 3 chains 29 links; thence by a line bearing north 12 degrees 39 minutes west, 4 chains 5 links; thence by 4 chains 74 links of a concave curve of 8 chains radius, the chord of which bears north 29 degrees 38 minutes west, 4 chains 67 links; thence by a line bearing north 43 degrees 21 minutes east, 3 chains; thence by 6 chains 53 links of a convex curve of 11 chains radius, the chord of which bears south 29 degrees 38 minutes east, 6 chains 44 links; thence by a line bearing south 12 degrees 39 minutes east 4 chains 5 links; thence by 6 chains 98 links of a convex curve of 6 chains radius, the chord of which bears south 20 degrees 41 minutes west, 6 chains 59 links; thence by a line bearing south, 54 degrees 2 minutes west 1 chain 98 links; thence by 6 chains 24 links of a concave curve of 5 chains radius, the chord of which bears south 18 degrees 13 minutes west, 5 chains 85 links; thence by a line bearing

south 17 degrees 35 minutes east 98 links; thence by 6 chains 38 links of a convex curve of 4 chains radius, the chord of which bears south 28 degrees 6 minutes west, 5 chains 73 links; thence by a line bearing south 73 degrees 47 minutes west, 45 links; thence by 3 chains 14 links of a concave curve of 2 chains radius, the chord of which bears south 28 degrees 48 minutes west, 2 chains 82 links; thence by a line bearing south 16 degrees 11 minutes east, 1 chain 94 links; thence by 8 chains 17 links of a convex curve of 4 chains radius, the chord of which bears south 42 degrees 18 minutes west, 6 chains 82 links; thence by a line bearing north 79 degrees 13 minutes west, 1 link; thence by 2 chains 91 links of a concave curve of 2 chains radius, the chord of which bears south 59 degrees 1 minute west, 2 chains 67 links; thence by a line bearing south 17 degrees 14 minutes west 3 chains 97 links; thence by 5 chains 83 links of a convex curve of 5 chains radius, the chord of which bears south 50 degrees 43 minutes west, 5 chains 52 links; thence by a line bearing south 84 degrees 11 minutes west, 6 links; thence by 2 chains 55 links of a concave curve of 2 chains radius, the chord of which bears south 47 degrees 43 minutes west, 2 chains 38 links; thence by a line bearing south 11 degrees 15 minutes west, 21 chains 30 links; thence by 15 chains 29 links of a concave curve of 39 chains radius, the chord of which bears south 15 chains 20 links; thence by a line bearing south 11 degrees 13 minutes east, 98 links; thence by a line bearing south 78 degrees 47 minutes west 50 links; thence by a line bearing south 11 degrees 13 minutes east, 33 chains 33 links to the aforesaid northern boundary of the property of the Misses Reddall; thence by that boundary bearing north 82 degrees 55 minutes west, 1 chain 14 links to the point of commencement, — containing 32 acres 3 roods and 34 perches exclusive of road, and said to be in the possession of J. Fitzpatrick, Esq., and in the occupation of Messrs. J. Fitzpatrick, R. Watson, J. Egleton, J. Cummins, and J. Gullric.

2nd. All that piece or parcel of land situate in the parish of Saint Peter, county of Cumberland, and Colony of New South Wales: Commencing at the intersection of the northern boundary of the Glenlee Road with the north-western boundary of the Menangle Road; and bounded thence by the aforesaid northern boundary of the Glenlee Road bearing north 61 degrees west, 2 chains 80 links; thence by a line bearing north 10 degrees 10 minutes east 2 chains 45 links; thence by 2 chains 85 links of a concave curve of 4 chains radius, the chord of which bears north 10 degrees 17 minutes west, 2 chains 79 links; thence by a line bearing north 30 degrees 44 minutes west, 2 links; thence by 7 chains 50 links of a concave curve of 9 chains radius, the chord of which bears north 54 degrees 38 minutes west, 7 chains 29 links; thence by 2 chains 55 links of a concave curve of 2 chains radius, the chord of which bears south 64 degrees 56 minutes west, 2 chains 38 links; thence by a line bearing south 28 degrees 24 minutes west, 1 chain 44 links; thence by 8 chains 85 links of a convex curve of 6 chains radius, the chord of which bears south 70 degrees 38 minutes west, 8 chains 6 links; thence by a line bearing north 67 degrees 7 minutes west, 3 chains 58 links; thence by 4 chains 77 links of a convex curve of 8 chains radius, the chord of which bears north 50 degrees 1 minute west, 4 chains 70 links to the boundary-line dividing the properties of the Misses Reddall and J. Fitzpatrick; thence by that boundary bearing north 6 degrees west, 34 chains 85 links; thence by a line bearing north 51 degrees 35 minutes east, 1 chain 6 links; thence by a line bearing north 53 degrees 49 minutes east, 4 chains 20 links; thence by 8 chains 68 links of a concave curve of 9 chains radius, the chord of which bears north 26 degrees 11 minutes east, 8 chains 35 links; thence by a line bearing north 1 degree 27 minutes west, 1 chain 58 links; thence by 2 chains 91 links of a concave curve of 3 chains radius, the chord of which bears north 29 degrees 17 minutes west, 2 chains 80 links; thence by a line bearing north 57 degrees 7 minutes west, 2 chains 33 links; thence by 2 chains 86 links of a convex curve of 3 chains 58 links radius, the chord of which bears north 34 degrees 10 minutes west, 2 chains 79 links; thence by a line bearing north 11 degrees 13 minutes west, 4 chains 85 links to the northern boundary of the property of the Misses Reddall; thence by that boundary bearing south 82 degrees 55 minutes east, 3 chains 23 links; thence by a line bearing south 11 degrees 13 minutes east, 3 chains 86 links; thence by 45 links of a concave curve of 58 links radius, the chord of which bears south 34 degrees 10 minutes east, 45 links; thence by a line bearing south 57 degrees 7 minutes east, 2 chains 33 links; thence by 5 chains 83 links of a convex curve of 6 chains radius, the chord of which bears south 29 degrees 17 minutes east, 5 chains 61 links; thence by a line bearing south 1 degree 27 minutes east, 1 chain 58 links; thence 11 chains 58 links of a convex curve of 12 chains radius, the chord of which bears south 26 degrees 11 minutes west, 11 chains 14 links; thence by a line bearing south 53 degrees 49 minutes west, 4 chains 20 links; thence by 6 chains 12 links of a concave curve of 5 chains radius, the chord of which bears south 18 degrees 45 minutes west, 5 chains 74 links; thence by a line bearing south 16 degrees 19 minutes east, 8 chains 67 links, to the northern boundary of the Great Southern Railway; thence by that boundary bearing south 73 degrees 41 minutes west, 1 chain; thence by a line bearing south 16 degrees 19 minutes

east, 6 chains 6 links; thence by 3 chains 38 links of a convex curve of 11 chains radius, the chord of which bears south 7 degrees 31 minutes east, 3 chains 36 links; thence by a line bearing south 1 degree 17 minutes west 3 chains 18 links; thence by a line bearing south 88 degrees 43 minutes east, 1 chain; thence by a line bearing south 1 degree 17 minutes west, 2 chains 18 links; thence by 5 chains 97 links of a concave curve of 5 chains radius, the chord of which bears south 32 degrees 55 minutes east, 5 chains 62 links; thence by a line bearing south 67 degrees 7 minutes east, 3 chains 58 links; thence by 4 chains 42 links of a concave curve of 3 chains radius, the chord of which bears north 70 degrees 38 minutes east, 4 chains 3 links; thence by a line bearing north 23 degrees 24 minutes east, 1 chain 44 links; thence by 6 chains 38 links of a convex curve of 5 chains radius, the chord of which bears north 64 degrees 56 minutes east, 5 chains 95 links; thence by 10 chains of a convex curve of 12 chains radius, the chord of which bears south 54 degrees 38 minutes east, 9 chains 71 links; thence by a line bearing south 30 degrees 41 minutes east, 2 links; thence by 5 chains of a convex curve of 7 chains radius, the chord of which bears south 10 degrees 17 minutes east, 4 chains 88 links; thence by a line bearing south 10 degrees 10 minutes west, 2 chains 58 links to the aforesaid north-western boundary of the Menangle Road; thence by that boundary bearing south 32 degrees west, 91 links to the point of commencement,—containing 23 acres 3 roods and 32 perches exclusive of railway, and said to be in the possession and occupation of the Misses Reddall.

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

By His Excellency's Command,
JOHN LACKEY.

GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA No. 16.

NEW SOUTH WALES, } By His Excellency the Right Honorable
to wit. } Sir AUGUSTUS WILLIAM FREDERICK
SPENCER LOFTUS (commonly called Lord
AUGUSTUS LOFTUS, Knight Grand Cross
of the Most Honorable Order of the
Governor. } Bath, a Member of Her Majesty's Most
Honorable Privy Council, Governor and
Commander-in-Chief of the Colony of
New South Wales and its Dependencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water to the City of Sydney and its suburbs, in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Public Works Loan Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act" do, by this notification published in the Gazette and in a Newspaper, that is to say "The Sydney Morning Herald," circulated in the Police District wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the said City of Sydney and its suburbs, to the intent that upon the publication of this notification in the Gazette, the legal estate in the said land shall forthwith be vested in the Minister for Public Works and his successors, on behalf of Her Majesty, for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession freed and discharged from all trusts, obligations, estate, interests, contracts, charges, rates, rights-of-way or other encumbrances whatsoever; and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following are the descriptions of the lands hereinbefore referred to, that is to say,—

1st. All that piece or parcel of land situate in the parish of Prospect, county of Cumberland, and Colony of New South Wales, being part of a grant of 50 acres to J. Morley: Commencing at the north-western boundary of that grant at a point distant 10 chains 6 links from its north-western corner; and bounded thence by a line bearing south 83 degrees 30 minutes east 6 chains 67 links; thence by a line bearing north 77 degrees 18 minutes east 7 chains 42 links; thence by a line bearing north 60 degrees 50 minutes east 11 chains 3 links to the south-eastern boundary of the aforesaid grant; thence by that boundary bearing south 24 degrees west 11 chains 6 links to the south boundary of a driftway; thence by that boundary bearing west 20 chains 50 links to the aforesaid north-western

boundary of grant; thence by that boundary bearing north 24 degrees east 3 chains 71 links to the point of commencement,—containing 5 acres and 21 perches, exclusive of driftway, and said to be owned by Thomas Wilton the elder, and occupied by Thomas Wilton the younger.

2nd. All that piece or parcel of land situate in the parish of Prospect, county of Cumberland, and Colony of New South Wales, being part of a grant of 50 acres to J. Baughan, and of 50 acres to J. Trace: Commencing at a point on the north-western boundary of the aforesaid grant to J. Baughan, distant 21 chains 48 links from its western corner; and bounded thence by a line bearing south 28 degrees 22 minutes east 8 chains 61 links; thence by a line bearing south 15 degrees 47 minutes east 4 chains 40 links; thence by a line bearing south 3 degrees 6 minutes east 2 chains 3 links; thence by a line bearing south 21 degrees east 4 chains 3 links; thence by a line bearing south 42 degrees 43 minutes east 14 chains 40 links; thence by a line bearing south 70 degrees 14 minutes east 3 chains 18 links; thence by a line bearing south 44 degrees 40 minutes east 8 chains 61 links to the south-eastern boundary of the aforesaid grant of 50 acres to J. Trace; thence by that boundary bearing north 26 degrees east 3 chains 67 links; thence by a line bearing north 45 degrees 28 minutes west 6 chains 82 links; thence by a line bearing north 63 degrees west 2 chains 17 links; thence by a line bearing north 56 degrees 28 minutes west 4 chains 27 links; thence by a line bearing north 42 degrees 43 minutes west 9 chains 12 links; thence by a line bearing north 32 degrees 30 minutes west 2 chains 58 links; thence by a line bearing north 12 degrees 38 minutes west 3 chains 9 links; thence by a line bearing north 3 degrees 13 minutes west 3 chains 15 links; thence by a line bearing north 28 degrees 22 minutes west 10 chains 15 links to the aforesaid north-western boundary of J. Baughan's grant; thence by that boundary bearing south 25 degrees west 3 chains 55 links to the point of commencement,—containing 12 acres 2 roods and 13 perches, and said to be owned by Gilbert Smith and occupied by James Booth.

3rd. All that piece or parcel of land situate in the parish of Prospect, county of Cumberland, and Colony of New South Wales: Commencing on the southern boundary of the property of J. Harper, at a point bearing north 80 degrees 50 minutes west, and distant 47 chains 3 links from the north-western corner of a grant of 50 acres to P. Farrell; and bounded thence by a line bearing north 85 degrees 49 minutes west 11 chains 73 links; thence by a line bearing north 89 degrees 48 minutes west 3 chains 82 links; thence by a line bearing south 86 degrees west 7 chains 48 links to the aforesaid southern boundary of the property of J. Harper; thence by that boundary bearing south 89 degrees 10 minutes east 23 chains 3 links, to the point of commencement,—containing 3 roods and 20 perches. Also, all that piece or parcel of land situate in the parish, county, and Colony aforesaid: Commencing on the aforesaid southern boundary of the property of J. Harper, at a point bearing north 64 degrees 10 minutes west, and distant 15 chains 15 links from the aforesaid north-western corner of a grant of 50 acres to P. Farrell; and bounded thence by a line bearing north 19 degrees 17 minutes, west 2 chains 30 links; thence by a line bearing north 54 degrees 45 minutes, west 2 chains 70 links; thence by a line bearing north 87 degrees, west 2 chains 52 links; thence by a line bearing south 56 degrees 8 minutes, west 3 chains 55 links; thence by a line bearing south 76 degrees, west 2 chains 21 links; thence by a line bearing north 69 degrees 55 minutes, west 2 chains 18 links; thence by a line bearing north 87 degrees 45 minutes, west 3 chains 33 links; thence by a line bearing south 40 degrees 12 minutes, west 2 chains 15 links to the aforesaid southern boundary of the property of J. Harper; thence by that boundary bearing south 87 degrees 50 minutes, east 17 chains 42 links, to the point of commencement,—containing 3 acres 2 roods and 26 perches, and said to be owned and occupied by J. Harper.

4th. All that piece or parcel of land, being part of a grant of 70 acres to J. Herbert, situate in the parish of Prospect, county of Cumberland, and Colony of New South Wales: Commencing at a point on the eastern boundary of a grant of 50 acres to J. Morley bearing south 24 degrees west and distant 2 chains 27 links from the north-eastern corner of that grant, and bounded thence by a line bearing north 42 degrees 30 minutes east 5 chains 94 links; thence by a line bearing north 35 degrees 30 minutes east 12 chains 94 links to the northern boundary of the aforesaid grant to J. Herbert; thence by that boundary bearing east 3 chains 66 links; thence by a line bearing south 35 degrees 30 minutes west 18 chains 48 links; thence by a line bearing south 50 degrees 30 minutes west 9 chains 52 links to the eastern boundary of the aforesaid grant to J. Morley; thence by that boundary bearing north 24 degrees east 6 chains 82 links to the point of commencement. Also all that piece or parcel of land being part of a grant of 70 acres to J. Herbert, and of 700 acres to Charles Whalan, situate in the parish, county, and Colony aforesaid: Commencing at a point bearing north 24 degrees east and distant 7 chains 15 links from the junction of the northern boundary of the aforesaid grant to J. Herbert, with the eastern boundary of a driftway dividing a grant of 30 acres to Samuel Griffiths from

the aforesaid grant to Charles Whalan; and bounded thence by a line bearing south 64 degrees 16 minutes east, 8 chains 91 links; thence by a line bearing south 73 degrees 15 minutes east, 4 chains 82 links; thence by a line bearing north 87 degrees 15 minutes east, 4 chains 54 links; thence by a line bearing north 78 degrees 23 minutes east, 8 chains 56 links, to the boundary line dividing the properties of John Booth and J. Harper; thence by that boundary bearing south 89 degrees 10 minutes east, 23 chains 3 links; thence again by that boundary bearing south 88 degrees 45 minutes east, 15 chains 45 links; thence again by that boundary bearing south 87 degrees 50 minutes east, 11 chains 64 links; thence by a line bearing south 46 degrees 15 minutes west, 2 chains 27 links; thence by a line bearing south 76 degrees west, 2 chains 80 links; thence by a line bearing north 69 degrees 55 minutes west, 3 chains 79 links; thence by a line bearing south 64 degrees 35 minutes west, 1 chain 42 links; thence by a line bearing south 39 degrees 15 minutes west, 4 chains 24 links; thence by a line bearing south 87 degrees 7 minutes west, 4 chains 24 links; thence by a line bearing north 85 degrees 12 minutes west, 1 chain 64 links; thence by a line bearing south 77 degrees 57 minutes west, 3 chains 43 links; thence by a line bearing north 73 degrees 15 minutes west, 2 chains 80 links; thence by a line bearing north 46 degrees 2 minutes west 2 chains 39 links; thence by a line bearing north 65 degrees 56 minutes west 2 chains 8 links; thence by a line bearing north 85 degrees 49 minutes west 11 chains 69 links; thence by a line bearing north 80 degrees 15 minutes west 3 chains 51 links; thence by a line bearing south 83 degrees 2 minutes west 14 chains 39 links; thence by a line bearing south 78 degrees 23 minutes west 4 chains 53 links; thence by a line bearing north 83 degrees 10 minutes west 5 chains 33 links; thence by a line bearing north 64 degrees 16 minutes west 12 chains 4 links to the eastern boundary of the aforesaid driftway; thence by that boundary bearing north 24 degrees east 3 chains 3 links, to the point of commencement. Also, all that piece or parcel of land situate in the parish, county, and Colony aforesaid, being part of the aforesaid grant of 700 acres to Charles Whalan: Commencing at a point on the western boundary of a grant of 50 acres to P. Farrell bearing south 9 degrees east and distant 3 chains 97 links from the north-western corner of the last mentioned grant; and bounded thence by a line bearing north 74 degrees 3 minutes west 6 chains 76 links; thence by a line bearing south 83 degrees 12 minutes west 1 chain 52 links; thence by a line bearing south 70 degrees 48 minutes west 3 chains 24 links; thence by a line bearing north 77 degrees 8 minutes west 2 chains 97 links; thence by a line bearing north 47 degrees 35 minutes west 2 chains 88 links; thence by a line bearing north 20 degrees 10 minutes west 2 chains 95 links; thence by a line bearing north 4 degrees 41 minutes west 4 chains 55 links to the boundary-line dividing the properties of John Booth and J. Harper; thence by that boundary bearing south 87 degrees 50 minutes east 3 chains 3 links; thence by a line bearing south 4 degrees 41 minutes east 4 chains 21 links; thence by a line bearing south 64 degrees 48 minutes east 4 chains 73 links; thence by a line bearing north 60 degrees 27 minutes east 2 chains 35 links; thence by a line bearing south 74 degrees 3 minutes east 7 chains 12 links to the aforesaid western boundary of a grant of 50 acres to P. Farrell; thence by that boundary bearing south 9 degrees east 3 chains 45 links, to the point of commencement, which said three pieces or parcels of land contain by admeasurement 38 acres 2 roods and 11 perches, exclusive of driftway, and said to be owned and occupied by John Booth.

5th. All that piece or parcel of land, situate in the parish of Prospect, county of Cumberland, and Colony of New South Wales, being part of a grant of 30 acres to Samuel Griffiths: Commencing at the south boundary of the said grant at a point 4 chains 82 links from its south-western corner; and bounded thence by a line bearing north 35 degrees 30 minutes east 7 chains 36 links; thence by a line bearing north 52 degrees 16 minutes east 13 chains 61 links to the north boundary of the aforesaid grant; thence by that boundary bearing east 6 chains 91 links to the south-eastern boundary of the said grant; thence by that boundary bearing south 24 degrees west 9 chains 39 links; thence by a line bearing north 64 degrees 16 minutes west 6 chains 14 links; thence by a line bearing south 52 degrees 16 minutes west 6 chains 32 links; thence by a line bearing south 43 degrees 53 minutes west 2 chains 35 links; thence by a line bearing south 35 degrees 30 minutes west 3 chains 79 links to the aforesaid south boundary of grant; thence by that boundary bearing west 3 chains 67 links, to the point of commencement, containing 9 acres 3 roods and 15 perches, and said to be owned by Samuel Booth, and occupied by John Booth.

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

By His Excellency's Command,
JOHN LACKEY.
GOD SAVE THE QUEEN!

NOTIFICATION OF RESUMPTION OF LAND UNDER
44 VICTORIA, No. 16.

NEW SOUTH WALES,) By His Excellency the Right Honorable
to wit.) Sir AUGUSTUS WILLIAM FREDERICK

(L.S.)

AUGUSTUS LOFTUS, Most Honorable Privy Council, Governor
and Commander-in-Chief of the Colony
of New South Wales and its Depen-
dencies.

WHEREAS I, the Governor aforesaid, with the advice of the Executive Council of the said Colony, have duly sanctioned the carrying out of certain works for and in connection with the supply of water for the city of Newcastle and the towns of Maitland, Morpeth, and the mining townships situated in the Hunter River District, in the said Colony, for and towards the completion of which said works public funds are available under the provisions of the "Appropriation Act of 1879," and whereas the lands hereinafter described are required for the construction of the said works: Now I, the Governor of the said Colony, with the advice of the Executive Council of the said Colony, in pursuance of the powers in this behalf given to or vested in me by the "Lands for Public Purposes Acquisition Act," do by this notification published in the Gazette and in a newspaper, that is to say, in the "Maitland Mercury," circulated in the police district wherein the said lands are situated, declare that the lands hereinafter described have been resumed for the public purposes hereinafter mentioned, that is to say, for and in connection with the supply of water to the said city of Newcastle and the towns of Maitland, Morpeth, and the mining townships situated in the Hunter River District, to the intent that upon the publication of this notification in the Gazette, the legal estate in the said lands shall forthwith be vested in the Minister for Public Works and his successors on behalf of Her Majesty for the purpose of the said last-mentioned Act, for an estate of inheritance in fee simple in possession, freed and discharged from all trusts, obligations, estate, interests, contracts, charges, rates, rights-of-way or other encumbrances whatsoever, and to the intent further that the legal estate therein, together with all powers incident thereto or conferred by the said Act, shall be vested in the said Minister as a trustee with the powers stated in the said last-mentioned Act: And I declare that the following are the descriptions of the lands hereinbefore referred to, that is to say:—

1st. All that piece or parcel of land situate in the parish of Maitland, county of Northumberland, and Colony of New South Wales, being part of a grant of 416 acres to Houston Mitchell, and of 50 acres to W. Parnell: Commencing at the south-west corner of a grant of 1,000 acres to W. B. Wilkinson; and bounded thence by the south boundary of that grant bearing east about 41 chains 99 links; thence by a line bearing south 1 minute west about 12 chains 20 links to the north boundary of the aforesaid grant of 50 acres to W. Parnell; thence by the said north boundary and its prolongation bearing north 89 degrees 58 minutes west about 11 chains 26 links; thence by a line bearing south 1 degree 3 minutes west about 12 chains 50 links; thence by a line bearing south 89 degrees 58 minutes east about 1 chain 82 links; thence by a line bearing south 22 degrees west about 30 links; thence by a line bearing south 47 degrees 57 minutes west about 10 chains; thence by a line bearing north 63 degrees 41 minutes west about 8 chains 11 links; thence by a line bearing south 78 degrees 55 minutes west about 22 chains 1 link; thence by a line bearing north 58 degrees 55 minutes west about 7 chains 28 links; thence by a line bearing south 78 degrees 55 minutes west about 15 chains 1 link to the west boundary of the aforesaid grant of 416 acres to Houston Mitchell; thence by that boundary bearing north about 76 links; thence by a line bearing north 78 degrees 55 minutes east about 14 chains 12 links; thence by a line bearing north 20 degrees 31 minutes east about 14 chains 46 links; thence by a line bearing north 5 degrees 4 minutes west about 16 chains 46 links to the south boundary of a grant of 300 acres to Sir J. Jamieson; thence by that boundary bearing east about 7 chains 45 links to the west boundary of the aforesaid grant of 1,000 acres to W. B. Wilkinson; thence by that boundary bearing south about 1 chain 90 links, to the point of commencement,—containing 131 acres 3 roods, and numbered 3, 3a, 4, and 10 on plan, and said to be in the possession of the Hon. John Eales, and occupation of Messrs. Brunker & Wolfe and Mr. R. Scobie.

2nd. All that piece or parcel of land situate in the parish of Maitland, county of Northumberland, and Colony of New South Wales, being part of a grant of 416 acres to Houston

Mitchell: Commencing at a point on the north boundary of the said 416 acres, bearing east and distant 41 chains 99 links from the south-west corner of a grant of 1,000 acres to W. B. Wilkinson; and bounded thence by the north boundary of the aforesaid grant to Houston Mitchell, bearing east about 6 chains 73 links; thence by a line bearing south 8 minutes west about 12 chains 20 links to the south boundary of the last-mentioned grant; thence by that boundary bearing north 89 degrees 58 minutes west about 6 chains 68 links; thence by a line bearing north 1 minute east about 12 chains 20 links to the point of commencement,—containing 8 acres and 28 perches, and numbered 5, 6, 7, and 8 on plan, and said to be in the possession and occupation of Michael Scobie.

3rd. All that piece or parcel of land situate in the parish of Maitland, county of Northumberland, and Colony of New South Wales, being part of a grant of 50 acres to W. Parnell and of 416 acres to Houston Mitchell: Commencing at a point bearing south 60 degrees 38 minutes east, and distant 35 chains 20 links from the south-west corner of a grant of 1,000 acres to W. B. Wilkinson; and bounded thence by a line bearing south 89 degrees 42 minutes east about 7 chains 55 links; thence by a line bearing south 19 degrees 11 minutes west about 3 chains 97 links; thence by a line bearing south 47 degrees 57 minutes west about 6 chains 6 links; thence by a line bearing north 22 degrees east about 30 links; thence by a line bearing north 89 degrees 58 minutes west about 1 chain 82 links; thence by a line bearing north 1 degree 3 minutes east about 7 chains 50 links to the point of commencement,—containing 4 acres and 31 perches, and numbered 9, 9a, 9b, and 9c on plan, and said to be in the possession and occupation of J. N. Brunker.

4th. All that piece or parcel of land situate in the parish of Maitland, county of Northumberland, and Colony of New South Wales, being part of a grant of 50 acres to W. Parnell, and of 416 acres to Houston Mitchell: Commencing at a point bearing south 60 degrees 38 minutes east, and distant 35 chains 20 links from the south-west corner of a grant of 1,000 acres to W. B. Wilkinson; and bounded thence by a line bearing north 1 degree 3 minutes east about 5 chains; thence by a line bearing south 89 degrees 58 minutes east about 17 chains 94 links; thence by a line bearing south 8 minutes west about 3 chains 87 links; thence by a line bearing north 89 degrees 52 minutes west about 8 chains 79 links; thence by a line bearing south 8 minutes west about 1 chain 13 links; thence by a line bearing north 89 degrees 42 minutes west about 9 chains 17 links, to the point of commencement,—containing 7 acres 3 roods and 26 perches, and numbered 8a and 8b on plan, and said to be in the possession and occupation of Robert Scobie.

5th. All that piece or parcel of land situate in the parish of Maitland, county of Northumberland, and Colony of New South Wales, being part of a grant of 300 acres to Sir J. Jamieson: Commencing at the south-east corner of the aforesaid grant; and bounded thence by its east boundary bearing north about 9 chains 64 links; thence by a line bearing south 37 degrees 34 minutes west about 12 chains 24 links to the south boundary of the aforesaid grant; thence by that boundary bearing east about 7 chains 45 links, to the point of commencement,—containing 3 acres 2 roods and 15 perches, and numbered 1 on plan, and said to be in the possession of Mrs. Ycomans, leased to Mr. T. Browne, and occupied by Mr. T. L. Cooper.

6th. All that piece or parcel of land situate in the parish of Maitland, county of Northumberland, and colony of New South Wales: Commencing at the south-west corner of a grant of 1,000 acres to W. B. Wilkinson; and bounded thence by the west boundary of that grant, bearing north about 11 chains 54 links; thence by a line bearing north 37 degrees 34 minutes east about 8 chains 46 links; thence by a line bearing south 75 degrees 8 minutes east about 21 chains 30 links; thence by a line bearing south 34 degrees 48 minutes east about 15 chains 68 links to the south boundary of the aforesaid grant; thence by that boundary bearing west about 34 chains 76 links to the point of commencement,—containing 45 acres 3 roods and 20 perches, and numbered 2 on the plan, and said to be in the possession and occupation of Samuel Anderson.

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

By His Excellency's Command,

JOHN LACKEY.

GOD SAVE THE QUEEN!

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TRAMWAY RAILS.

(REPORTS, MINUTES, &c.)

Ordered by the Legislative Assembly to be printed, 5 July, 1881.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 21st January, 1881, That there be laid upon the Table of this House,—

“Copies of reports, minutes, letters, or other documents referring to the
“supply of Tramway Rails to the Government by the Eskbank Iron
“Company, at Lithgow, and the same in reference to the action of the
“Government Inspector of Rails stationed at Lithgow.”

(*Mr. Abigail.*)

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TRAMWAY RAILS.

No. 1.

The Commissioner for Railways to Mr. Hughes.

Sir, Department of Public Works, Railway Branch, Sydney, 28 April, 1880.

I have the honor to accept your tender, without date, for the supply of the tramway materials, and at the prices mentioned in the margin, the whole to be in accordance with specification and drawings, and to the satisfaction of the Superintending Engineer for Tramways.

I have to refer you to the Crown Solicitor, for the purpose of executing the required bond, which must be signed within seven days from date hereof.

I have, &c.,

CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 2.

The Commissioner for Railways to Mr. Hughes.

Sir, Department of Public Works, Railway Branch, Sydney, 22 May, 1880.

I have the honor to accept that portion of your tender of date the 17th instant to supply and deliver, in accordance with plans and specifications, and to the satisfaction of the Superintending Engineer, 370 tons of central-webbed rails, at £11 5s. per ton, 50 tons of side-webbed rails, at £11 5s. per ton, and 18 tons 13 cwt. of fastenings and fish-plates, at £20 5s. per ton, for the Government tramways; and have to refer you to the Crown Solicitor, for the purpose of executing the necessary bond, which must be signed within ten days from date hereof.

I have, &c.,

CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 3.

The Tramway Engineer to Inspector Bladen.

Sir, Tramway Department, Sydney, 14 June, 1880.

The Commissioner for Railways having been pleased to appoint you Inspector of the permanent-way materials now being manufactured by the Eskbank Iron Works for the Government tramways, I enclose herewith for your information copies of specifications for contracts Nos. 1 and 2, to enable you to make the proper tests of the materials, and report upon same to this office.

You will please report weekly upon the progress made with the manufacture, and upon the results of the tests, and also keep an account of the number of days you are engaged upon works in connection with the Government tramways.

For any further information which you may require you will please apply to me.

Yours, &c.,

E. GJEDSTED,
Engineer.

No. 4.

Inspector Bladen to The Tramway Engineer.

Sir, Lithgow, 15 June, 1880.

I have the honor to acknowledge the receipt of your favour, enclosing instructions and specifications.

The contractors have rolled about 70 or 80 tons of the small rails, contract No. 1, and are going on with the punching and straightening. The straightening, I regret to say, is going on very slowly, owing to the want of a proper machine, which I am informed cannot be got in Colony. The rails that are rolled are somewhat more than 1 per cent. over the specified weight, but I am given to understand that you approved of the web being made stronger than shown in the drawing. As it is almost impossible for them to get the rails the exact length, will you please say what deviation from the dead length will be allowed.

I have, &c.,

THOS. BLADEN.

No. 5.

Inspector Bladen to The Tramway Engineer.

Sir, Lithgow, 19 June, 1880.

I have to report to you that the contractors have been working on the small rails nearly all the week. The press for testing has arrived, and the bolts for the fish-plates are ready.

I expect some of the rails will be ready for delivery in the course of the week.

Yours, &c.,

THOS. BLADEN.

Seen.—E.G., 23/6/80.

No. 6.

Telegram from Tramway Engineer to Inspector Bladen.

22 June, 1880.

WHEN can we expect some rails of either kind; they are wanted immediately.

No. 7.

250 tons rails, at £11 per ton
104 " fish-plates, at £12 10s. per ton
3 " 8 cwt. fish-bolts, at £42 per ton
6 " 18 " dog-splikes, at £20 10s. per ton.

See Appendix.

5

No. 7.

Mr. Hughes to The Tramway Engineer.

Sir,

Eskbank Iron Works, Lithgow, 29 June, 1880.

I am sorry to have disappointed you by not having forwarded tram rails ere this. A large number have been passed to-day, and will be loaded to-morrow. However, I could have delivered a quantity by this time but for the attitude of Mr. Inspector Bladen.

I have a large number of rails lying ready for the inspection of any unprejudiced or competent person, and I am indeed sorry to say that I cannot see my way clear to contract for any further supplies of rails while the authority for passing is vested in Mr. Inspector Bladen. I will have the honor of further explanations when you arrive next Saturday.

I am, &c.,

ENOCH HUGHES,

Manager.

Will arrange on Saturday.—E.G., 30/6/80.

No. 8.

Telegram from Tramway Engineer to Mr. Inspector Bladen.

Elizabeth-street, 29 June, 1880.

FORWARD rails without delay, but note objections. Will arrange matters on Saturday.

No. 9.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 30 June, 1880.

I duly received your telegram. I passed about 15 tons of rails yesterday, and spoke to Mr. Hughes about getting them away this afternoon, and he said he was waiting for bolster trucks, which he will get in the morning.

I think I ought to report to you that during the first two days rolling a great many of the rails were defective, and I wished Mr. Hughes to have them put by themselves when they passed through the hands of the straighteners, but he would not do so, and in consequence it takes more time and labour to examine and separate them; this labour he objects to, but will do it till you come up. Yesterday morning a load was taken away and loaded on railway trucks before I got to the works, although I was there as soon as it was daylight. I would not pass them in the truck, where they could not be properly examined.

I have given Mr. Hughes to understand that I strongly object to the rails being hurried away without being properly examined.

I am, &c.,

THOS. BLADEN.

Seen.—E.G., 1/7/80.

No. 10.

Telegram from Tramway Engineer to Mr. Hughes.

Elizabeth-street, 30 June.

HAVE wired Bladen to forward rails and note objections. Will arrange matters on Saturday.

No. 11.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 1 July, 1880.

I ascertained that bolsters were available this morning, and asked Mr. Hughes again to send the rails, but he said they were not to go. Mr. Sutherland has since told me that it was in consequence of my rejecting faulty rails, which you were willing to take.

I have faithfully and fairly carried out your general instructions, but do not see my way to do more without your authority.

Yours, &c.,

THOS. BLADEN.

Will arrange this matter on Saturday.—E.G., 3/7/80.

No. 12.

Memorandum from Tramway Engineer to Inspector Bladen.

Tramway Rails, Contract No. 1.

6 July, 1880.

WITH reference to our conversation on 25th ultimo, and again on the 3rd instant, *re* tramway rails for Moore Park, I have to request that you will without delay cause to be forwarded to Sydney all those rails which you may have passed. With regard to such rails as, although in every way sound and possessing the specified stability, you consider not quite so perfectly finished in appearance as they should be, I must inform you that the contractors for the construction of the road are now at a standstill for want of rails, and as it is necessary that this line should be completed by the 1st September, you may, after noting your objections, forward those less perfectly finished rails, and I will obtain a guarantee from the manufacturers that their wearing capabilities shall be equal to those passed by you. For this purpose you will please stamp these rails in a different manner from those first named, so that they may be

be recognized; but those rails which in your opinion are defective in the manufacture, such as piling, rolling, &c., I wish you to put aside, and not allow them to be forwarded to Sydney.

I would further draw your attention to the advisability of you, in your position as Inspector, interfering as little as possible with the men on the works, and any objections you may have, or any alteration you may consider desirable, should be communicated by you to the manager, either direct or in writing; perhaps the latter method would be the most satisfactory for all parties concerned.

E. GJEDSTED,
Engineer for Tramways.

No. 13.

The Tramway Engineer to Mr. Hughes.

Sir, Tramway Engineer's Office, Elizabeth-street, Sydney, 6 July, 1880.

I have to-day communicated to Mr. Inspector Bladen my wish to have all those rails which have been passed by him forwarded to Sydney, and also permitting him to pass such rails which have not been so perfectly finished as the first-named. This concession, however, is on the distinct understanding that you will give a guarantee in writing that those less perfect rails shall be able to stand the same wear as those passed by Mr. Inspector Bladen; and on purpose to recognize these rails, should any of them fail, I have requested Mr. Bladen to stamp them in a different way from the rest.

Should it be found necessary in consequence of this concession to incur expense here in Sydney, such as squaring the rail ends, &c., the cost will be charged to you.

You will please understand that the urgency of this case is the only reason why this concession is granted, and I trust that you will endeavour to have the rails rolled so perfectly in the future that the Inspector shall have no reason to find fault.

I shall be glad if you will use all possible expedition in having the rails and fastenings forwarded without delay to Sydney.

I have, &c.,
E. GJEDSTED,
Engineer for Tramways.

No. 14.

Inspector Bladen to The Tramway Engineer.

Sir, Lithgow, 8 July, 1880.

I have to acknowledge receipt of your minute of the 6th instant, and shall carefully obey your instructions. About 80 tons of rails have been sent away; more loading. I delivered your instructions about the depth of groove in street rail being made $\frac{1}{4}$ deeper than drawing in writing to Mr. Hughes. A sample section will be sent to Sydney to-night. I think it will be almost impossible to make them any nearer to the template.

Yours, &c.,
THOS. BLADEN.

Seen.—G., 9/7/80.

No. 15.

Mr. Hughes to The Tramway Engineer.

Sir, Lithgow, 8 July, 1880.

I have the honor to inform you that, after much trouble and having to alter our rolls four times, I have succeeded in turning out what I consider to be a first-class rail, section of which I send for your approval by to-night's mail train. Awaiting your approval,

I have, &c.,
E. HUGHES,
pro R. M'N.

The sample forwarded is anything but satisfactory, but under the circumstances we are obliged to take the rails as soon as rolled.—E.G., 9/7/80.

No. 16.

Mr. Hughes to The Tramway Engineer.

Sir, Lithgow, 9 July, 1880.

I have the honor to inform you that we have proceeded with the rolling of the stalk-rails to-day, and have now 15 tons on the bank.

I have, &c.,
ENOCH HUGHES,
Manager, *pro* M'N.

Seen.—E.G., 10/7/80.

No. 17.

Inspector Bladen to The Commissioner for Railways.

Sir, Lithgow, 8 July, 1880.

In obedience to your wish expressed to me when you were here on the 28th ultimo, I have the honor to inform you that after several trials and alterations of the rolls for making the street tram rails, the Ironworks Company have succeeded in making the rail as near to the drawing as I think it is possible for them to make them, as it is an exceedingly difficult section of iron to roll.

The manager will send by mail train to-night to the Engineer for Tramways for his approval a sample section of the trial rail rolled this afternoon.

I have, &c.,
THOS. BLADEN,
Inspector.

Mr. Gjedsted.—G.B., B.C., 12/7/80. Seen.—E.G., 15/7/80.

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No. 18.

The Commissioner for Railways to Mr. Hughes.

Sir, Department of Public Works, Railway Branch, Sydney, 7 July, 1880.

I have the honor to accept your tender to supply and deliver 700 tons of rails, and 28½ tons of fastenings for the Government Tramways, contract No. 3, the whole to be in strict accordance with plan and specification, and to the satisfaction of the Superintending Engineer for Tramways. See Appendix

I have to refer you to the Crown Solicitor, for the purpose of executing the required bond, which must be signed within ten days from date hereof.

All stamp duties required under the contract will have to be paid by you.

I have, &c.,

CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 19.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 13 July, 1880.

As Mr. Hughes was using some of the old Government rails for tram rails on Friday last I thought it my duty to object to this being done without your leave. I accordingly gave him notice of my objection in writing, of which I enclose a copy, together with his reply. As he still thinks he has a right to use them, I can only refer the matter to you.

I have only to say, in reply to his statement, that my attention was never directed to any other rails being on the ground when the Government rails were delivered, neither did I see any, except a few scattered about in different places, perhaps 4 or 5 tons in all.

Yours, &c.,

THOS. BLADEN.

[Enclosures to No. 19.]

Inspector Bladen to Mr. Hughes.

Sir,

Lithgow Station, 9 July, 1880.

I beg respectfully to inform you that it is contrary to my instructions to allow the old rails belonging to the Government to be put into the tram rails. You will require to get permission from Mr. Mason to do this.

Yours truly,

THOS. BLADEN.

Mr. Hughes to Inspector Bladen.

Dear sir,

Lithgow, 13 July, 1880.

In answer to your note referring to our using Government rails for the tram rails, I have to inform you that some time since our company purchased a quantity of rails from the Government of the same quantity now being used, and they were worked up for Government purposes, so that in using a quantity of Government rails we are only effecting a fair and equitable exchange.

Yours, &c.,

E. HUGHES,

Manager, per R. M'N.

Commissioner to see.—W.M., 15/7/80. Tramway Engineer for report as to the use of old rails for tramway rails.—CH.A.G., 20/7/80. The tramway rails are specified to be made out of mine-iron, and this is the first I hear of old rails being used; old rails of good quality would no doubt make as good a job, if not better, that is for the head of the rail.—E.G., 21/7/80. But Mr. Gjedsted should see that there is no departure from terms of specification without competent authority being first obtained.—CH.A.G., B.C., 26/7/80. Inform Mr. Bladen that Mr. Hughes, the contractor, must not be allowed to use old railway rails for tramway purposes, and that the terms of specification, as regards the material used in the manufacture of tramway rails, as regards the use of old rails must not be departed from without the Commissioner's sanction first being obtained. I have given no directions in this matter either one way or the other, nor knew anything about it until this paper came into my hands six days ago.—E.G., 27/7/80.

No. 20.

Mr. Finegan to Inspector Bladen.

Using old railway rails for tramway purposes.

I AM directed to inform you that the contractors must not be allowed to use old railway rails for tramway purposes, and that terms of the specification referring to the material to be used in the manufacture of tramway rails, as regards the use of old rails, must not be departed from without the Commissioner's sanction being first obtained.

JOHN P. FINEGAN, 29/7/80.

No. 21.

Inspector Bladen to The Engineer for Existing Lines.

WHEN I spoke to Mr. Hughes and gave him a written notice about using the old Government rails for the tram rails, he said they had about 100 tons on the ground of their own, which had got mixed up with those delivered from the Government to be re-rolled.

This is not true, because I was constantly on the ground when the rails were delivered, and should have seen them if they had been there. I am quite sure that, excepting a few rails lying scattered about the works in various places, perhaps 4 or 5 tons altogether, there was no quantity of rails, and the Government rails were not mixed with any others; if this had been done I should have protested against it.

On several occasions during the early part of my engagement here Mr. Hughes, in the course of conversation, spoke of the rails they had worked up which came from Newcastle, and there was a large quantity of 6-inch bars which I was informed had been rolled from them. On

On one occasion I noticed some bars which had been rolled from old rails in the night, and called Mr. Hughes's attention to them, and asked him if they were the double heads, as they were not rolled 7 inches wide, the proper width for new D. H. rails; and he replied that they were only a few of the T rails, that there was no fear of him using one of the double heads for anything but new double heads, clearly inferring that they had no double heads of their own that they had a right to use; this was about five or six weeks ago, and I then cautioned him not to use them.

THOS. BLADEN,
Inspector of Rails.

About 140 tons of street rails have been rolled, which would require about 170 tons of iron; about six-tenths of this quantity was from old Government rails. About 60 tons of T rails have been rolled this week, about one-third of them from Government rails.—T.B., 31 July, 1880. Mr. Mason.

I was surprised when at Lithgow, on the 31st ultimo, to find that Mr. Hughes, the manager of the Eskbank Iron Works, had persisted in using our double-headed rails for making tramway rails, notwithstanding the protest made by Mr. Bladen against this course. As Mr. Hughes was present with Mr. B. Williams, I took the opportunity to inform him that I would not under any circumstances allow this to be done, and as Mr. Hughes promised not to use any more rails, I trust no further complaint will have to be made in this respect.—W.M., 2/8/80. Commissioner.

Write to the contractors stating that the Engineer for Existing Lines has brought to my attention that about 100 tons of rails delivered to them for the purpose of being converted into double-headed rails have been used for tram rails, and require an explanation.—CH. A.G., 11/8/80.

No. 22.

The Commissioner for Railways to The Managing Director, Eskbank Iron Company.

Sir, Department of Public Works, Railway Branch, Sydney, 16 August, 1880.

In referring to the quantity of old rails delivered to you for the purpose of being converted into double-headed rails, I have the honor to inform you that the Engineer for Existing Lines has brought under my attention that the rails in question have been used for the manufacture of tram rails, and I have therefore to request that you will furnish me with an explanation why this course was adopted.

I have, &c.,
CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 23.

Inspector Bladen to The Engineer for Existing Lines.

Sir, Lithgow, 18 August, 1880.

In obedience to your instructions I have to report to you that some of the old T rails belonging to the Government are being worked into the tram rails.

I went to the works between 8 and 9 o'clock last night and saw the rails being taken to the mill, and this morning the 6-inch bars rolled from them were made into tops for park rails; more were being taken to the mill to-night, I presume for the same purpose.

Considering what has passed, I thought it advisable to report the matter to you before saying anything more about it.

Yours, &c.,
THOS. BLADEN.

Commissioner to sec.—W.M., 19/8/80. Tramway Engineer to see and report.—CH.A.G., 20/8/80, B.C.

Seen. Mr. Bladen was instructed more than three weeks ago not to allow the Eskbank Iron Company's manager to use old railway rails for tramway purposes. I observe that the Commissioner has asked the contractors for an explanation, but am not aware of any reply having been received. If the manager (Mr. Hughes) persists in disregarding orders emanating from this office, steps must be taken as regards the letting of future contracts for permanent-way materials as will effectually prevent him doing so.—E.G., 23/8/80. Commissioner.

Make this representation known to the managing director, and ask for an explanation, and also a reply to my letter of 14/8/80.—CH.A.G., 25/8/80.

No. 24.

The Commissioner for Railways to The Managing Director, Eskbank Iron Company.

Sir, Department of Public Works, Railway Branch, Sydney, 27 August, 1880.

It has been represented to me that some of the old T rails belonging to this department, supplied to you for re-rolling, are being worked by your company into rails for the tramway, and I have therefore to request that you will have the goodness to furnish me with an explanation in the matter.

I have at the same time to ask that I may be furnished with an early reply to my letter to you of the 14th instant on the same subject.

I have, &c.,
CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 25.

The Managing Director, Eskbank Iron Company to The Commissioner for Railways.

Sir, Eskbank Iron Works, Lithgow, 4 September, 1880.

In reply to yours of the 16th and 27th August, informing me that the Engineer for Existing Lines had brought under your notice that the quantity of old rails delivered to our company for the purpose of being converted into double-headed rails have been used for the manufacture of tram rails, and you require me as managing director to furnish you with an explanation of why this course was adopted, I beg to inform you that this course was not adopted.

Your

Your letter having been sent from Lithgow to me at Sydney, and I going to Lithgow before receiving same, accounts for the delay in answering it.

On my arrival in Sydney I sent the letter to the manager of the company for his explanation; on receiving his answer I was desirous of verifying some of the statements therein before answering your letter.

I went to Lithgow and had the books of the company carefully examined, and I need hardly say that these books are a daily and nightly record of all iron produced, whether from old rails, scrap, pig, or raw ironstone, all paid for by the ton on its various stages of manufacture, and at various prices, prepared of various sizes and quality, and rolled for some special purpose.

After thus carefully examining for myself the stocks of the company taken and verified up to the 31st of December last, showing the amount of the various kinds then on hand, the amount received, made, and sold since, with that now in stock, enables me, from documentary evidence, to inform you that there is no truth in the statement that the old rails referred to have been used for the manufacture of tram rails.

This, sir, is a serious charge against the management of this company; but it is, I regret to say, only one of the modes adopted to worry the company, and prevent it, if possible, fulfilling its present engagements with the Government.

I have, &c.,

JOHN SUTHERLAND.

Mr. Mason has no doubt a record of the number of rails, and weight of same, delivered to the company for the purpose of being re-rolled, and also a record of the number of rails received in return. It seems to me that the question can be finally settled by a comparison of the quantity of rails handed to company and returned, and the quantity the company has on hand.—CH.A.G., 7/9/80.

Yes. I think so.—W.M., 17/9/80. Commissioner.

No. 26.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 7 September, 1880.

I beg to enclose a letter I received this morning.

As in this matter I have simply endeavoured to do my duty faithfully, as instructed by you, and have some reason to believe that in so doing I have your approval, I trust you will be good enough to instruct me how to act.

Yours, &c.,

THOS. BLADEN.

[Enclosure to No. 26.]

Mr. W. Hellyer to Inspector Bladen.

Sir,

No. 107, Elizabeth-street, 3 September, 1880.

I am instructed by Mr. Enoch Hughes to commence proceedings against you for damages for libel and slander, for the false, scandalous, and malicious statement that he had appropriated 200 tons of Government iron to his own and the company's use. I must ask you to name an attorney to accept service of process on your behalf by return of post, or a public ample apology, and the payment of a sum to be agreed on to a charitable institution, and £1 1s. costs. I shall wait till the 10th instant, but no longer.

Yours, &c.,

WILLIAM HELLYER,

Solicitor.

Forwarded for Commissioner's information. I think Mr. Bladen ought to be defended in this matter by the Government.—W.M., 14/9/80.

It is not likely that any proceedings will be taken; the letter, it seems to me, is an idle threat, of which no notice should be taken. If, contrary to expectation, further proceedings should be adopted, I will refer the matter to Crown Solicitor. In the meantime the inquiry as to the allegation made by Mr. Bladen should be proceeded with.—CH.A.G., 17/9/80. Mr. Mason. Noted. Commr.—W.M., 24/9/80.

Re-submit end of October, to ascertain what the result of inquiry is.—CH.A.G., 30/9/80. Re-submitted 3/11/80, again 1/12/80, again 3/1/81.

No. 27.

Telegram from Tramway Engineer to Inspector Bladen.

HAVE any dog-spikes been forwarded yet; if not, see to this at once.

Sydney, 13 July, 1880.

No. 28.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 13 July, 1880.

Your telegram of this afternoon was duly received. The dog-spikes (12 bags, weighing 24 cwt.) left here on Saturday, 10th instant, in truck D 1,490, together with 2 cwt. of fish-bolts.

Yours, &c.,

THOS. BLADEN.

Seen.—E.G., 14/7/80.

No. 29.

The Tramway Engineer to Inspector Bladen.

Permanent-way Materials for Tramway, Contract No. 1.

I HAVE to draw your attention to the way in which the dog-spikes and fish-plates for above contract have been finished. The plan of the dog-spikes shows clearly that they are to be manufactured with a swelling on one side only, namely, the one from which the head projects, instead of which the majority are swelled on all four sides. This makes the dogs useless, as, in driving them home, they are bound to split the sleepers, which would not be the case if they were made according to drawing. I wish you to draw the contractor's attention to this matter, as with regard to those spikes which have already been received it will be necessary to flatten them on the sides before they can be used. This work must be done at the Eskbank people's expense, and you will please ascertain if they are agreeable thereto, or if they purpose taking any other steps. The majority of the spikes are nearly half an inch longer than shown on drawing, thereby increasing the weight at expense of the number.

I notice that all the fish-plates have a kind of fin running along one of the edges, presumably caused by the rollers not meeting close together on one side. The fish-plates will consequently not fit in so well under the top table of the rails, in fact will not come closer than one quarter of an inch to the web. This matter should have been looked into before the plates left the works. On my last visit to Lithgow I drew attention thereto.

Will Mr. Bladen please report on above matters at his earliest convenience.

E.G., 15/7/80.

No. 30.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 17 July, 1880.

In reply to your minute No. 80-41, I beg to say that when you were at Lithgow on the last occasion, and saw the dog-spikes, you directed me to call Mr. Hughes's attention to the fact that they were about quarter of an inch too long, and the head not clean and straight. I did so on the following morning. But as you did not mention any other defect, and I had not seen any drawing of them, I did not presume to suppose them otherwise wrong.

I spoke to Mr. Sutherland about the matter to-day and he said those delivered are to be made right at the company's expense, and for future they shall be made properly.

With regard to the fish-plates, I have to say that I pointedly called your attention to them, as they were not so cleanly rolled as they ought to have been (owing to an accident with the rolls), and you took one in your hand and spoke to Mr. Hughes about them.

When they were about to load them I asked Mr. Hughes what you said about the defect, and he said it was arranged that any defects which the contractor had to remedy, they (the company) were responsible for. Under these circumstances I did not feel myself justified in interfering further, as they were so urgently required.

The fish-plates were tried on the rails to-day, in the presence of Mr. Sutherland, and as they fitted the web very nearly as close as shown in the drawing, he said he saw no cause of complaint in them.

Yours, &c.,

THOS. BLADEN.

Seen. Inform Mr. Hughes that Messrs. Topham, Angus, and Co., the contractors, are altering the spikes at the Eskbank Company's expense.—E.G., 19/7/80.

No. 31.

Telegram from Tramway Engineer to Inspector Bladen.

16 July, 1880.

WHEN will first lot of street rails be in Sydney. Contractors are waiting?

No. 32.

Telegram from Inspector Bladen to Tramway Engineer.

Lithgow, 16 July, 1880.

STREET rails leave to-morrow morning; in Sydney at night, no accident occurring.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 16 July, 1880.

The street rails were not loaded to-night, as I confidently expected when I wired to you this morning, owing to the punches giving way; but I have no doubt they will leave to-morrow, and be in Sydney on Sunday morning.

Yours, &c.,

THOS. BLADEN.

Seen.—E.G., 17/7/80.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 17 July, 1880.

The first load of rails left this afternoon. The head of the rail is not so uniform and full in the width as it ought to be according to the drawing, but as much so as it is possible to make them with the present rolls. I have taken all possible care to have holes punched so that the pin will have the proper draw in the hole of the chair. I send a cotter-pin by mail train for your satisfaction in regard to this.

Yours, &c.,

THOS. BLADEN.

Seen.—E.G., 19/7/10.

Inspector

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Inspector Bladen to The Tramway Engineer.

Sir, Lithgow, 24 July, 1880.
Two more sets bolsters were loaded with street rails to-day. I think there is a probability now of the rails being sent away faster, as the straighteners are getting through more work. The smiths are also making overtime at the fastenings, and I trust there will be no more delay on account of them.

Yours, &c.,
THOS. BLADEN.

Seen.—E.G., 25/7/80.

No. 33.

Mr. Hughes to The Tramway Engineer.

Sir, Eskbank Iron Works Company, Lithgow, 22 July, 1880.
I have to ask you to let me know if you can take any 20-foot stalk-rails, as cutting them to 18 feet entails a waste of good iron.

Hoping for your favourable consideration,—

I am, &c.,
E. HUGHES,
Manager.

Cannot be granted, as from the nature of the construction only rails measuring even yards can be accepted. I would recommend Mr. Hughes to put the iron which is now being wasted (in the length) in the body of the rail, so as to fill up the full section as per drawing and template.—E.G., 24/7/80.

No. 34.

Mr. Finegan to Mr. Hughes.

Sir, Engineer for Tramways Office, Sydney, 24 July, 1880.
In reply to your communication of 22nd instant, asking to be allowed to supply 20-foot stalk-rails, as cutting them to 18 feet entails a waste of good iron, I am directed by the Engineer for Tramways to inform you that your request cannot be granted, as from the nature of the construction only rails measuring even yards can be accepted. The Engineer recommends that the iron which is now being wasted (in the lengths) be put into the body of the rail so as to fill up the full section, as per drawing and template.

I have, &c.,
JOHN P. FINEGAN.

No. 35.

Messrs. Topham, Angus, & Co., to The Tramway Engineer.

Sir, Contractors' Office, Sydney, 23 July, 1880.
We respectfully beg to inform you that we are just about *quite* out of dog-spikes, and will very likely have to stop plate-laying in Moore Park this afternoon.

We are, &c.,
pro TOPHAM, ANGUS, & Co.,
W. F. M'ILROY.

Mr. Bladen informed per telegram.—E.G., 27/7/80.

No. 36.

Telegram from Tramway Engineer to Inspector Bladen.

24 July, 1880.
THE contractor here has stopped work for want of dog-spikes. When will wood-screws and bolts for chairs, as arranged with Mr. Sutherland, be here?

No. 37.

Inspector Bladen to The Tramway Engineer.

Sir, Lithgow, 25 July, 1880.
In reply to your telegram *re* wood-screws, dog-spikes, and cotters for chains, I beg to inform you that more dog-spikes and cotters left by last night's train, viz., 463 lbs. dog-spikes, 358 wood-screws, 664 lbs. cotter-pins, and 60 lbs. small cotters.

Mr. Sutherland goes down to Sydney to-morrow, and hopes to be able to get screws enough to keep contractors going.

Yours, &c.,
THOS. BLADEN.

No. 38.

Inspector Bladen to The Tramway Engineer.

Sir, Lithgow, 29 July, 1880.
With regard to the matter of your telegram received to-day, I beg to inform you that when I saw Mr. Sutherland and Mr. Hughes on Sunday night last, about dog-spikes and fastenings for street rails, it was arranged that Mr. Sutherland should get some dog-spikes and wood-screws made in Sydney, so that the smiths here could push on with the cotter-pins for chains, to prevent any delay on account of any fastenings.

Mr. Hughes promised me this morning to communicate with Mr. Sutherland upon the matter at once.

Yours, &c.,
THOS. BLADEN.

120 street rails leave to-night.

No. 39.

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No. 39.

Messrs. Topham, Angus, & Co., to The Tramway Engineer.

Sir, Tramway Contractors' Office, Sydney, 3 August, 1880.
 We beg to inform you that as yet no dog-spikes have come to hand.
 Yours, &c.,
 TOPHAM, ANGUS, & CO.

Seen. Mr. Hughes informed.—E.G., 10/8/80.

No. 40.

Mr. Hughes to The Tramway Engineer.

Sir, Eskbank Iron Works, Lithgow, 3 August, 1880.
 I have the honor to inform you that I have this day forwarded tram rails as per invoice. I will also forward during this week not less than one ton dog-spikes.
 As I am under contract with Mr. Mason to supply him D.H. rails, and at the same time am making and straightening rails under your contracts, I find that I cannot deliver your rails as fast as I could wish. The inspector cannot be at all the presses at one time, and as I have three of them at work, the time lost waiting for the inspector to leave one and go to another, or in turning over stacks of rails straightened, is a very serious matter in a time contract. I would therefore suggest, most respectfully, that you would find another inspector for the tram rails, as under existing arrangements the rails are not sent away as fast as they might be.
 I have, &c.,
 ENOCH HUGHES,
pro R. M'N.

Forwarded for the information of the Commissioner. The contractor complains that the inspector cannot attend to three presses at one time. I do not see any necessity for the inspector to attend each press whilst the rails are being straightened, as his duty is not to give directions as to the straightening, but to inspect the rails in stack after going through the press. It is an easy matter for our inspector to attend even more than three presses in full work.—J.F., *pro* Tram Engineer, 5/8/80.

Mr. Hughes should be so informed by Mr. Gjedsted, to whom he has addressed his letter.—
 CH.A.G., 7/8/80.

I think that one inspector is quite sufficient for the quantity of work performed. If the contractor carries out clause 16 of the specification, and affords the inspector every facility for testing and inspecting the work, no additional inspectors will, in my opinion, be required.—E.G., 10/8/80.

No. 41.

Mr. Finegan to Mr. Hughes.

Sir, Engineer for Tramways Office, Sydney, 11 August, 1880.
 In reference to yours of the 3rd instant, asking that another inspector for tram rails be appointed, as under existing arrangements the rails are not sent away as fast as they ought, I am directed to inform you that the Engineer for Tramways is of opinion that one inspector is quite sufficient for the quantity of work performed.
 If you carry out clause 16 of the specification, and afford the inspector every facility for testing and inspecting the work, no additional inspectors are necessary.
 I have, &c.,
 JOHN P. FINEGAN.

No. 42.

Inspector Bladen to The Tramway Engineer.

Sir, Lithgow, 3 August, 1880.
 I have the honor most respectfully to ask that you will require some attention to be paid to the opinion and decisions of your inspector. I have on several occasions had to call Mr. Hughes's attention to the practice of stopping holes and flaws in the rails with blue putty. I have found it in the rails repeatedly.
 In obedience to your instructions in your minute No. 80/34, I did not feel at liberty to interfere with the men, but as you advised me I gave Mr. Hughes a written notice of my objection, besides speaking to him about it.
 This morning I found on passing rails to be loaded that several rails had defects in the head of them stopped up in this way, and requested Mr. Hughes to look at them while I picked it out with my knife; at this he lost his temper, and in an intimidating manner threatened to write or send telegram for some one else to inspect the rails, and to throw up the contract, saying that I was taking up the time and wasting the time of his men, although the whole time thus taken up was not more than two or three minutes.
 I need not say that if such practices were to be allowed, it would be impossible to prevent defective material leaving the works. I gave Mr. Hughes your message with regard to sending fifty rails, 20 feet long, and to have the holes punched at equal distances, and to mark such rails, but he said he should send 20 feet 6 inches rails as well, and send them as they were punched on his own responsibility; therefore I did not think I ought to brand them, as they were not in accordance with your directions.
 I have, &c.,
 THOS. BLADEN.

For the information of the Commissioner.—J.F., *per* Tramway Engineer.

No. 42.

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No. 43.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 4 August, 1880.

I think it my duty to report to you that I have received a great deal of personal abuse from Mr. Hughes for fairly doing my duty. There is a great deal of putty being used for stopping up the defects in the rails, and it is impossible to find out or know what the defects are without running a knife or something of the kind along the rail; for doing this Mr. Hughes threatened to punch my head, and dares me to touch the rails even with my hands or anything, or to put a chalk mark on them until I have accepted and branded them. He called me a ——— rogue, and many other vile names, which I need not repeat.

I trust you will do what you can to protect me from this sort of violence in the performance of my duty. I enclose a sample of the putty taken from some of the rails.

I have, &c.,

THOS. BLADEN.

Forwarded for the information of the Commissioner.—J.F., *pro* Tram Engineer.

No. 44.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 4 August, 1880.

I think it my duty to inform you that I have received a great deal of violent abuse and threatening language from Mr. Hughes. The occasion for it was that there being a great deal of blue putty used for stopping defects in the rails, it is impossible to find it or to know the nature of the defect without running a knife or something of the kind along the rails; for doing this he threatened to punch my head, and called me a great many vile names, which I need not repeat. He said he had not done with me yet for telling you that he had stolen 200 tons of rails, and will make me prove it, and make it hot for me.

I trust you will do what in your judgment may seem fit to protect me from the violence of this man, whom I have always treated as leniently and fairly as I possibly could in the performance of my duty.

The rails in question were tram rails, and I have informed Mr. Gjedsted of the matter.

I have, &c.,

THOS. BLADEN.

Forwarded to the Commissioner, who I recommend to take such steps as may be necessary to prevent a repetition of such conduct on the part of Mr. Hughes.—W.M., 5/8/80.

Let me see copy of specification for tramway rails. As to inspector and the facilities he is to have for inspection, &c., an end must be put to this kind of thing. Our inspector must be treated with respect in the execution of his duty.—CH.A.G., 5/8/80.

Copy of Specification herewith. Clause *re* inspection.

"The contract is to be executed under the direction and to the entire satisfaction of the Superintending Engineer, who will himself, or his assistants, examine and thoroughly test the material, reserving to himself the power of rejecting all materials which have not fulfilled the requirements of this specification. The manufacturer must also give every facility and labour for such inspection and testing."

Who is the contractor for the tram rails?—CH. A.G., 9/8/80.

Mr. Hughes is, for these contracts.

No. 45.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow Station, 6 August, 1880.

I have to report to you that Mr. Hughes had a rail loaded to-night that I had rejected as unfit to be put in the road,—of course the cracks indicating raw iron have been filled with putty. If such practices are allowed I cannot answer for good material only being sent.

I did not brand the rail.

I have, &c.,

THOS. BLADEN.

Seen. Mr. Hughes will be communicated with on the subject.—E.G., 10/8/80.

No. 46.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 7 August, 1880.

The following is a copy of notice I received from Mr. Hughes to-day:—

"Sir,

"7 August, 1880.

"I must request you not to deface any of the tram or other rails by chalking or otherwise marking them. I am content to have rails condemned, but if you place any mark upon them I will certainly consider them as Government property, and charge accordingly. E. HUGHES."

It is a usual, and I think you will admit, a proper custom to chalk-mark a defect upon a rail when it is observed. This is only one of many ways I am opposed in my endeavour to prevent bad rails leaving the works. Will you please instruct me how I am to act in the matter. I have also consulted Mr. Mason about it. They have been rolling street rails the last three days.

Yours, &c.,

THOS. BLADEN.

That I ought not to be thwarted in my duty will appear from the fact that the iron in one of the rails was so raw that it broke like a piece of cast-iron when being straightened.—T.B.

No. 47.

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No. 47.

Messrs. Topham, Angus, & Co., to The Tramway Engineer.

Sir, Tramway Contractor's Office, Sydney, 5 August, 1880.
 We beg to inform you that we are just about out of fish-bolts. We will require a supply at once, so as to prevent any delay with the work.

Yours, &c.,

TOPHAM, ANGUS, & CO.

Telegram to Contractors this day.—J.F.

No. 48.

Telegram from Tramway Engineer to Mr. Hughes.

5 August, 1880.

FISH-BOLTS are urgently required; contractors are waiting for them.

No. 49.

Telegram from Mr. Hughes to Mr. Finegan.

Lithgow, 5 August, 1880.

FISH-BOLTS will be sent to-night.

The contractors have been informed.—J.D.F., 6/8/80. Seen.—E.G., 10/8/80.

No. 50.

Inspector Bladen to The Tramway Engineer.

Sir, Lithgow Station, 14 August, 1880.
 I have the honor to report to you that six pairs of bolster trucks have left the works during the week loaded with street rails; there are more ready to load.

Yours, &c.,

THOS. BLADEN.

Seen.—E.G., 15/8/80.

No. 51.

Telegram from Tramway Engineer to Mr. Hughes.

14 August, 1880.

CONTRACTOR stuck for dog-spikes; we have only received forty-seven hundred weight, and you have five tons more to supply; opening of line endangered through you.

No. 52.

Telegram from Tramway Engineer to Inspector Bladen.

16 August, 1880.

WE want fifty tons more park rails at once; when can they be in Sydney? Large number fish-bolts also required.

No. 53.

Telegram from Inspector Bladen to Tramway Engineer.

Lithgow, 16 August, 1880.

QUANTITY fish-bolts leave to-night! some park rails Wednesday; will write to-night.

Seen.—E.G., 18/8/80.

Inspector Bladen to The Tramway Engineer.

Sir, Lithgow, 16 August, 1880.
 I duly received your telegram, and replied as soon as I had seen Mr. Hughes. He says he will send a quantity of bolts and nuts to-night, and one truck of T rails on Wednesday. The balance of the order will be forwarded by the end of the week.

Will you please say when you get this lot of fish-bolts how many more you require?

The telegraph boy came to me at half-past six to-night to say the person to whom my message was sent declined to pay for it; as I know you would have left the office, and would get this just as soon, I thought it was not worth while paying for it then.

Yours, &c.,

THOS. BLADEN.

Inspector Bladen to The Tramway Engineer.

Sir, Lithgow Station, 18 August, 1880.
 I beg to inform you that one pair of bolster trucks was loaded with park rails this afternoon, but I fear they would not be able to get them away to-night.

Yours, &c.,

THOS. BLADEN.

Seen.—E.G., 19/8/80.

Inspector

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Inspector Bladen to The Tramway Engineer.

Sir, I have the honor to report to you that two more pairs of bolster trucks were loaded with park rails to-day. Lithgow Station, 21 August, 1880.
Yours, &c.,
THOS. BLADEN.

Seen.—E.G., 23/8/80.

No. 54.

Mr. Hughes to The Tramway Engineer.

Sir, I have pleasure in informing you that the T rail contract will be completed early this week. I have on hand some 15 feet and 12 feet T rails, and would like to know if you can do with them. It is quite possible I may find a private customer for them, but it would suit me better if you would take them. Lithgow, 16 August, 1880.
Yours, &c.,
ENOCH HUGHES,
Manager.

About what quantity of 15 and 12 feet rails is there on hand?—E.G., 18/8/80. Information asked for.

No. 55.

The Tramway Engineer to Mr. Hughes.

Sir, In reply to yours of the 16th instant, informing that you have on hand some 15 feet and 12 feet T rails, and would like to know if the department can do with them, &c., I am directed by the Engineer for Tramways to inquire what quantity of the lengths named you have on hand. Tramway Engineer's Office, Sydney, 18 August, 1880.
I am, &c.,
JOHN P. FINEGAN.

No. 56.

Mr. Hughes to The Tramway Engineer.

Sir, In answer to yours, *re* short length T tram rails, I may say there are not more than 20 (twenty) of each size on hand. The Eskbank Iron Works Company, Lithgow, 19 August, 1880.
I am, &c.,
E. HUGHES,
Manager.

These rails may be supplied provided they are passed by Mr. Inspector Bladen. Inform Mr. Hughes and Mr. Bladen.—E.G., 20/8/80.

No. 57.

Memorandum from Tramway Engineer to Inspector Bladen.

Mr. Hughes informs me he has about twenty of each size of 15 feet and 12 feet T rails on hand. The Engineer for Tramways approves of them being supplied provided they are passed by you.
JOHN P. FINEGAN,
26/8/80.

No. 58.

The Tramway Engineer to Mr. Hughes.

Sir, In reply to yours of the 19th instant, stating that there are not more than twenty of each size of 15 feet and 12 feet T rails, I am directed to inform you they will be accepted, subject, of course, to being passed by Inspector Bladen. Engineer for Tramways Office, Sydney, 27 August, 1880.
I have, &c.,
JOHN P. FINEGAN,
pro Tramway Engineer.

No. 59.

Messrs. Topham, Angus, & Co., to The Tramway Engineer.

Sir, We herewith enclose you a copy of report received by us last evening from our foreman platelayer, Moore Park, it is in every particular substantially correct. We have done our very utmost to complete the works ready for opening on the September, but of course if we are to be again delayed for rails, all our efforts will be rendered futile and accomplishment of the works will be impossible. Tramway Contractors' Office, 61, Botany-street, Sydney, 21 August, 1880.
Yours, &c.,
TOPHAM, ANGUS & CO.

[Enclosure to No. 59.]

Mr. J. Cook to Mr. Angus.

Sir, There has been no one carting rails to-day, I have all rails in that are on the ground, and if you do not get them in faster I shall be all behind with the road, I have three days work to straight road, and five days to points and crossings. I am also short of fish-bolt plates. 20 August, 1880.

JOHN COOK,
Foreman Platelayer.

Inform Messrs. Topham, Angus, & Co., that 21 tons of T rails were dispatched from the Eskbank Iron Works on the 21st instant, and will probably be available to-day. Telegraph to Mr. Hughes requesting him to forward fish-plates and bolts immediately.—E.G., 23/8/80.

No. 60.

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No. 60.

Telegram from Tramway Engineer to Mr. Hughes.

Lithgow, 23 August, 1880.

THE contractors are waiting for fish-bolts, please forward as soon as possible.

No. 61.

Tramway Engineer to Commissioner for Railways.

Contract No. 3 for Permanent-way Materials, Government Tramways.

The Commissioner,

I have to call the Commissioner's attention to that the Eskbank Company, which was the successful tender for the supply of 700 tons of rails besides fastenings under contract No. 3, has not yet signed the necessary bond.

As these materials are urgently required for contract No. 2 E for which tender has been accepted I shall be glad if the Commissioner will please say what steps are to be taken.

E.G., 6/9/80.

Whose tender was accepted? Let me have particulars in full at once.—CH.A.G., 8/9/80. Mr. Gjedsted,—Very urgent.

The tender of Enoch Hughes was accepted for rails and fastenings. The dates of delivery were as under:—

25 % within four weeks after date of acceptance of tender; 25% on or before the 17th day of August, 1880; 25% on or before the 31st day of August, 1880; 25% on or before the 14th September, 1880; so that consequently 75% should have been supplied before now, and the total quantity within four days from date. The total quantities are:—700 tons rails; 28½ tons fastenings.—E.G., 10/9/80.

Write to Mr. Hughes requesting him to say whether he intends proceeding with the work, and within what time delivery will take place; request reply not later than Saturday.—CH.A.G., 13/9/80.

No. 62.

The Commissioner for Railways to Mr. Hughes.

Sir, Department of Public Works, Railway Branch, Sydney, 14 September, 1880.

Adverting to your tender which was accepted for the supply of 700 tons of rails and 28½ tons of fastenings for the Government Tramways, Contract No. 3, I have the honor to inform you that it has been reported to me that up to the present time you have not delivered any of the material required, although the specification provides that the whole of the quantity contracted for should have been delivered on or before this day. I have therefore to request that I may be informed not later than Saturday next, the 18th instant, whether it is your intention to proceed with the work, and within what time delivery of the material will take place.

I have, &c.,

CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 63.

Mr. Hughes to The Commissioner for Railways.

Sir, Eskbank Iron Works, Lithgow, 21 September, 1880.

In answer to your letter having reference to the supply of 700 tons rails, and 28½ tons of fastenings for contract No. 3, Government Tramways, and requiring to know when they will be delivered, I have the honor to inform you that about one-sixth of the fastenings have been made and delivered, and if the ordinary facilities had been afforded us, we would have had 50 tons of the rails delivered before the receipt of your letter. I took out our rolls last Friday to have them redressed, and I am now engaged making a pair of new ones so that I may be able to turn out a cleaner rail, so that when these rolls are ready (which I think will be in about fourteen days), I can deliver from 90 to 100 tons of rails per week, with the requisite fastenings until the contract is completed. I have now on hand about 900 tons pig iron, and am making over 100 tons per week to select from which iron of the best quality for rail making.

I have informed our Managing Director in writing, on the 28th August last, of the dates on which I would be prepared to deliver quantities of contract No. 3, and I understand that he had informed the Engineer for Tramways, and the contractor of the same.

I have great confidence that I will be able to deliver contract No. 3, as now stated.

I am, &c.,

ENOCH HUGHES,
Manager, *per* R.M.N.

Tramway Engineer for Report.—CH.A.G., B.C., 22/9/80. Neither contract No. 1 nor 2, is as yet completed. It is to be hoped as Mr. Hughes says that a cleaner rail will be supplied in future.—E.G., 23/9/80. The Engineer has visited the works, perhaps he can say if there is any prospect of the undertaking to supply being fulfilled.—CH.A.G., 29/9/80. From what I saw at the works, I do not believe that we will receive any rails before the 11th proximo. I think Mr. Hughes now sees the necessity of keeping us constantly supplied so that the road contractors shall not be delayed.—E.G., 29/9/80. Commissioner. Seen.—CH.A.G., 3/10/80.

No. 64.

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No. 64.

Telegram from Tramway Engineer to Inspector Bladen.

6 September, 1880.

WHEN will street rails and fastenings, under contract No. 2, be forwarded. Contractors require them urgently.

No. 65.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow Station, 6 September, 1880.

Your telegram of to-day was duly received, but as Mr. Hughes is in Sydney I could not get a definite reply. I may, however, say that forty street rails were loaded on the 3rd instant and eighty to-day. About 200 more are rolled ready for straightening, and I have no doubt they will be sent away this week. I will see Mr. Hughes about the matter as soon as he returns and report to you.

Yours, &c.,

THOS. BLADEN.

Seen.—E.G., 8/9/80.

No. 66.

Telegram from Tramway Engineer to Inspector Bladen.

7 September, 1880.

CAN you forward some cotters and spikes by to-night's mail. Urgently required.

No. 67.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 8 September, 1880.

I received your telegram to-day, but could not get an answer immediately to reply by wire.

Mr. Hughes says he will send some cotter-pins and cotters to-morrow, and that Mr. Sutherland is seeing to the supply of spikes.

Yours, &c.,

THOS. BLADEN.

Seen.—E.G., 9/9/80.

No. 68.

Memorandum from Tramway Engineer to Inspector Bladen.

10 September, 1880.

As we have now received sufficient rails to enable us to complete the line from Hunter-street to Randwick, the urgency of which work necessitated us to receive some rails which were not exactly in accordance with specification, and as this urgency does no longer exist, I have to request that you will be most stringent in seeing that the terms of specification are carried out to the very letter. I shall, from this date, hold you responsible for the good quality of the materials, as no excuse can on any account be allowed; and I also desire you to refuse to pass any rails which are not fully in accordance with the approved template.

You will please communicate this to the manager of the Eskbank Iron Company.

E. GJEDSTED.

No. 69.

Memorandum from Tramway Engineer to Inspector Bladen.

17 September, 1880.

I ENCLOSE tracing showing section of altered pattern of rail; you will notice that it will require only a little taken out of the rail so that no new rolls will be necessary for this purpose.

There is no necessity for any corrugation on the inner top table.

I have arranged with Mr. Sutherland that the alteration is to be carried out, and trust it will be done at once.

J. P. F.,

pro. Engineer for Railways.

No. 70.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 20 September, 1880.

I asked Mr. Hughes to-day if he had received any communication from you with regard to the alteration in the section of street rails, and he said no.

May I ask if you wish me to instruct him to make the alteration.

I presume he had been instructed by you, and the tracing sent to me was for my own guidance.

Yours, &c.,

THOS. BLADEN.

Seen. Mr. Hughes communicated with.—E.G., 22/9/80.

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No. 71.

No. 71.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 21 September, 1880.

I received the enclosed note from Mr. Hughes this morning, and I immediately went and saw Mr. Hughes and Mr. Sutherland and explained that I was under the impression that they had been instructed in the matter, and that as in previous contracts the tracing sent to me was for my own use and guidance, because your minute says, "I have arranged with Mr. Sutherland that the alteration is to be carried out, and trust it will be done at once."

However I at once took the tracing to the office for Mr. Hughes, and also read from minute to Mr. Sutherland for his satisfaction.

Yours, &c.,

THOS. BLADEN.

Seen. Tracing forwarded to Mr. Hughes.—E.G., 23/9/80.

No. 72.

The Tramway Engineer to Mr. Hughes.

Sir,

Tramway Engineers Office, Sydney, 23 September, 1880.

I forward herewith tracing showing altered section of street rail, which is a copy of one forwarded to Inspector Bladen.

I shall be glad if you will have this work put in hand immediately, as the rails are urgently required.

I have, &c.,

E. GJEDSTED.

Tramway Engineer.

No. 73.

Mr. Hughes to The Tramway Engineer.

Sir,

Eskbank Iron Works, 25 September, 1880.

I have the honor to inform you, in answer to your inquiry respecting the supply of (50) fifty tons tram rails of the same pattern as the present Elizabeth-street tram rail, that I have referred the matter to my roll turner. I find one of the old rails has been altered to admit of us making the steel point. I will therefore require to return one roll. This will enable me to commence delivery of the said 50 tons rails on the Thursday morning following, and complete the delivery of the same on Saturday next.

Please furnish all information as to fastenings as early as possible, to enable me to complete them at the same time.

I have, &c.,

ENOCH HUGHES,

Manager, per R. M'N.

Seen.—Mr. Bladen, to sec.—E.G., 25/9/80. Seen.—THOS. BLADEN. The Commr. to sec. I have since been informed that the rolls have broken down when only 8 tons of rails were rolled.—E.G., 30/9/80.

No. 74.

The Tramway Engineer to Mr. Hughes.

Sir,

Tramway Department, Sydney, 28 September, 1880.

I forward herewith, as requested, tracings of those articles which were included in your contract No. 2, but for which you did not provide yourself with copies of the contract drawings. I trust you will supply the materials as soon as possible, and also forward the rails on the date named in your letter of 25th instant.

Yours, &c.,

E. GJEDSTED.

No. 75.

Messrs. Topham, Angus, & Co., to The Tramway Engineer.

Sir,

Contractors' Office, 25 September, 1880.

To-day Mr. Greenwood has verbally refused to peg out any more work, which brings contract No. 1 E. to a standstill on Monday morning, 27th instant. We have no choice but to suspend the works, and this is a course of action which we are very unwilling to pursue, particularly so seeing that in the course of a few days we could finish this contract. For us to keep our staff, gangers, horses, and plant idle is a matter of no small moment, and is the more aggravated by the many stoppages which have occurred during the progress of the contract for the want of permanent-way material.

Trusting that you will give such instructions as will enable us to finish contract No. 1 E. without further delay.

We have, &c.,

TOPHAM, ANGUS, & CO.

We are waiting for P.W. materials. The Commissioner to see.—E.G., 30/9/80.

Write to contractors for permanent-way materials, and inform them that if any claim to compensation is set up in consequence of this delay the department will enforce penalties.—CH.A.G., 4/10/80.

In the meantime the Engineer should give the contractors notice that with the other works they have on hand, and which should be proceeded with, they cannot be subjected to much (if any) loss.—CH.A.G., 4/10/80.

Seen.—W.M., 26/10/80.

Commissioner, 28/10/80.

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No. 76.

The Commissioner for Railways to Mr. Hughes.

Sir, Department of Public Works, Railway Branch, Sydney, 6 October, 1880.
I have the honor to inform you that I am in receipt of a communication from Messrs. Topham, Angus, & Co., contractors for the construction of tramway contract No. 1 E, stating that they are at a standstill for the want of permanent-way materials.

I have therefore to intimate to you that if any claim for compensation be set up in consequence of this delay, the department will enforce the penalties provided for in the bond.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

No. 77.

Telegram from Inspector Bladen to The Tramway Engineer.

Lithgow, 29 September, 1880.

STILL rolling the rails. Will sample section sent do. Please reply by wire.

No. 78.

Telegram from Tramway Engineer to Inspector Bladen.

29 September, 1880.

BOTH flanges must be rolled full depth, otherwise no room for holes. Instruct Manager to this effect.

No. 79.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 29 September, 1880.

I duly received your message to-day, and gave Mr. Hughes a memo. to the same effect.

Soon after sending the telegram to you to-day the roll with which the rails were being rolled broke, and it will be some time before any more rails can be rolled.

Yours, &c.,

THOS. BLADEN.

About forty rails were rolled, but as they are not in accordance with the template I cannot pass them without an order authorizing me to do so.—T.B.

No. 80.

Mr. Hughes to The Tramway Engineer.

Sir,

Eskbank Iron Works, Lithgow, 29 September, 1880.

I have the honor to inform you that we had rolled about 8 tons of the old street rails when the collar of the roll broke. We will now have to set about casting and turning up a new roll.

We will start on the new stalk-rails on Saturday next, and will endeavour to make the bottom roll do.

I have, &c.,

ENOCH HUGHES,

Manager, *per* R. M'N.

The Commissioner to see. This will cause another delay.—E.G., 30/9/80.

No. 81.

Memorandum from Mr. Hughes to Inspector Bladen.

Lithgow, 29 September, 1880.

I HAVE to inform you that as during the remainder of this week this Company will be working for merchant iron, and not on Government work or for Government purposes, your presence will not be required on the works. I will advise you when we resume Government work.

Yours, &c.,

E. HUGHES,

Manager, *per* R. M'N.

This appears to me to be a most extraordinary proceeding. On the 30th ultimo I received a letter from Mr. Hughes, in which he stated that he would make a start on the new stalk-rail on the following Saturday (the 2nd instant). This letter was dated the 29th September, same as above memo. I do not know if Mr. Hughes wanted to get Mr. Bladen out of the way on last Saturday or what other object he may have had in view, but it appears to me to be hopeless to expect to get the work carried out satisfactorily under the present management. The letter referred to was forwarded to the Commissioner on the 30th ultimo.—E.G., 4/10/80. The Commissioner.

No. 82.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 4 October, 1880.

Referring to Mr. Hughes's memo. of the 29th September, forwarded for your information, I beg to inform you I attended the work as usual the remainder of the week and found they were working on Government tram rails, straightening and punching them and also making fastenings for the same.

Yours, &c.,

THOS. BLADEN.

Seen.

Seen. Attach this to memo. received from Mr. Bladen this day, and forward for the Commissioner's information.—E.G., 4/10/80. Will Mr. Mason give directions to Mr. Bladen not to relax the care and attention he has shown in superintending on behalf of the department the manufacture of these rails.—CH.A.G., 9/10/80. Seen.—W.M., 13/10/80. Commissioner.

No. 83.

Telegram from Tramway Engineer to Mr. Hughes.

4 October, 1880.

SEND down the best of the Larsen rails, on approbation.

No. 84.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 5 October, 1880.

In obedience to your request I have to inform you that the rolls for the new section stalk-rails were tried to-day, but the result was not satisfactory.

They have taken the rolls to the lathe again.

Yours, &c.,

THOS. BLADEN.

Seen. The Commissioner to see.—E.G., 6/10/80. Seen.—CH.A.G., 9/10/80.

No. 85.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 6 October, 1880.

I have to report to you that the rolls for new section stalk-rails were tried again to-day, but, as Mr. Sutherland will doubtless inform you, without any very satisfactory result.

I am informed they intend to make a new roll before they try again.

Yours, &c.,

THOS. BLADEN.

The Commissioner to see.—E.G., 7/10/80. Seen.—CH.A.G., 9/10/80.

Where is the authority for ordering 50 tons of the Larsen rails? This rail is not designed to carry the heavy rolling loads which pass over it between Hunter-street and Redfern; it has been rolled to a section calculated to be sufficient for a horse tramway, and I understand the inventor or designer of this rail (Mr. Larsen) has abandoned its use for steam tramways. If required for renewals the question of substituting other rails for the Larsen rail will have to be considered. Will Mr. Mason report on the matter?—CH.A.G., 9/10/80.

I have found no record to show on whose authority these rails were ordered. Some of these will be required for renewals until it has been decided what other design of rail it is intended to replace them with.—W.M., 21/10/80. Commissioner.

Inform contractor that I can only recognize orders given by myself, and request that in future he will undertake no work for the tramway without my written authority.—CH.A.G., 24/10/80.

No. 86.

The Commissioner for Railways to Mr. Hughes.

Sir,

Department of Public Works, Railway Branch, Sydney, 26 October, 1880.

In referring to the materials which you have from time to time supplied for the Tramway Branch, I have the honor to inform you that I can only recognize orders given by myself, and in future I have to request that you will undertake no work for the tramway without my written authority.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

No. 87.

The Storekeeper to The Engineer for Existing Lines.

TRAMWAY material received from Eskbank Iron Company, for which vouchers have not yet been passed. To 22 October, 1880.

					Tons.	cwt.	qrs.	lbs.
Grooved rails	...	...	...	...	20	11	1	0
$\frac{3}{4}$ -inch spikes	...	...	...	...	1	11	2	2
Dog-spikes	...	...	...	...	0	0	2	0

A. RICHARDSON,

22/10/80.

I think it desirable that the storekeeper should certify for all materials delivered from the Eskbank Company as they go into store. I wish it to be understood that I certify only to the fact that the materials have been done in accordance with contract.—W.M., 26/10/80. Commissioner.

Instruct Eskbank Company to consign all material to the storekeeper.—D.V. Storekeeper.—G.B., B.C., 8/11/80. Noted.—A.R., 10/11/80. Secretary.

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No. 88.

The Commissioner for Railways to Mr. Hughes.

Sir, Department of Public Works, Railway Branch, Sydney, 6 November, 1880.
Referring to the contract which you have with this Department, for the supply of permanent-way materials to the Tramway Department, I have the honor to request that you will for the future consign all rails or other material to the railway storekeeper.

I have, &c.,
CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 89.

Telegram from Mr. Hughes to Commissioner for Railways.

Lithgow, 26 October, 1880.

ROLLING rails all right. Shall forward some to-morrow.

For Mr. Mason's information.—D.V., 26/10/80. Seen.—W.M., 27/10/80. Commissioner.

No. 90.

Memorandum from The Engineer for Existing Lines to Inspector Bladen.

30 October, 1880.

THE tramway rails can be punched as before with the exception of making the holes a little longer as we arranged in Sydney, as I have decided not to make any alteration in the joints.

W. MASON.

No. 91.

Inspector Bladen to The Tramway Engineer.

Sir,

Lithgow, 30 October, 1880.

I have to report to you that the finish of many of the central-webbed grooved rails rolled up to the present time is not all satisfactory. I have called Mr. Hughes's attention to the matter several times, and have now sent a sample piece to Sydney for your information. You will observe that the surface is cracked all along the inner side of the running edge; many of them are worse than the sample. They are closing the cracks with a calking tool.

I have told Mr. Hughes that I cannot take the responsibility of passing such rails, as the 14th clause of the specification says "The surface of the rails and the edges of the flanges must be free from cracks, burrs, or other defects, and no patching or hammering will be allowed."

He says it is because the iron is so hard, and as for the specification he had never had or seen one.

I had a rail broken and tested, but the iron does not appear from the fracture to be very hard, and the trial piece showed a little permanent set after the removal of the test weight.

Yours, &c.,

THOS. BLADEN.

I examined these rails and reported verbally to Commissioner.—W.M., 18/11/80.

No. 92.

The Engineer for Existing Lines to Inspector Bladen.

Mr. Bladen,

Sydney, 30 October, 1880.

Herewith I forward copy of specification for the manufacture and supply of 700 tons grooved central-webbed rails and 28 tons 10 cwt. fastenings for Government tramways for your guidance.

W. MASON,

pro GEO. LANDERS.

See Appendix.

No. 93.

Memorandum from Engineer for Existing Lines to Inspector Bladen.

Engineer for Existing Lines Office, Sydney, 1 November, 1880.

HEREWITH I forward tracing of wood-screws, cotters, and pins (tramway fastenings). Have some of these forwarded to Sydney as early as possible.

Please acknowledge receipt of tracing.

W. MASON,

pro GEO. LANDERS.

Tracings of fastenings duly received. Mr. Hughes has promised to have some sent to Sydney at once.—THOS. BLADEN, 2 Nov., 1880.

No. 94.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 2 November, 1880.

I beg to inform you that I noticed to-day that the contractors are making the heads of the wood-screws about $\frac{1}{8}$ " larger in the square than the drawing, and as they are also a little longer and not pointed

pointed it makes each screw weigh nearly 2 ozs. heavier than the given weight. As Mr. Hughes does not think it will matter, I thought it best to inform you at once, as it will make a great difference in the weight of the number required.

Yours, &c.,
THOS. BLADEN.

P.S.—Of course I called Mr. Hughes's attention to it, and he said he would consult you about it before altering the dies.—T.B.

No more required of this size.—W.M., 18/11/80.

No. 95.

Memorandum from Engineer for Existing Lines to Inspector Bladen.

2 November, 1880.

LET me know by telegram, to-morrow, when any tramway rails will be ready and forwarded to Sydney, as they are urgently required. Contractors waiting for them.

W. MASON,
pro GEO. LANDERS.

Very Urgent.

No. 96.

Telegram from Inspector Bladen to Engineer for Existing Lines.

Lithgow, 3 November, 1880.

No prospect of any tram rails; so many bad ones, they will not send any.

No. 97.

Telegram from Mr. Hughes to Engineer for Existing Lines.

Mount Victoria, 2 November, 1880.

WILL you kindly come to Iron Works. Cannot forward any tram rails until you have seen them.

I will go to Lithgow to-morrow, as the rails are urgently required.—W.M., 3/11/80. Commissioner.
Seen.—CH. A.G., 4/11/80.

No. 98.

Memorandum from Engineer for Existing Lines to Inspector Bladen.

Sydney, 10 November, 1880.

I WISH you to come to Sydney by mail train to-night, and also see Mr. Hughes, and ask him to accompany you, as I wish to see you both at my office to-morrow morning with reference to rolling of tramway rails.

WM. MASON.

No. 99.

The Engineer for Existing Lines to The Commissioner for Railways.

Proposed alteration of rails for Tramway.

Railway Branch, Engineer for Existing Lines Office, Sydney, 10 November, 1880.

THE heavy section of rail, about 82 lbs. per yard, proposed to be laid down under contract No. 2 E, I consider very unsuitable, and propose to supersede it by a rail of the T pattern, about 40 lbs. per yard.

The Eskbank Iron Company, who have the contract for rolling those heavy rails and supplying fastenings for contract No. 2 E, would, I believe, have no objections to roll instead the form of rail and fastenings I now propose.

I have spoken to Mr. Angus, one of the firm of the contractors for laying the tramway, and he says they will be glad to agree to the alteration I now propose.

As I have already explained to the Commissioner, verbally, my reason for making this alteration, it is unnecessary to repeat it; but as the matter of supplying the rails, &c., to the contractors is most urgent, I now submit this for the Commissioner's decision.

WM. MASON.

No. 100.

Minute of Commissioner for Railways.

10 November, 1880.

MR. MASON says that by the adoption of the T rails, with a side iron built up alongside of it to form a groove for the wheel flange, he will construct a line which will offer no impediment to the ordinary wheel traffic and be cheaper, as it will be lighter, and consequently the ton of rails will cover a larger area. As Mr. Mason strongly advocates this form of rail, and will see that it is made out of the best colonial mine iron, which will make a rail almost if not quite as durable as any steel rails we are likely to get from England, I recommend that the form of rails suggested by him be approved. They can be rolled without delay, and the change of rail will not necessitate any postponement (or at all events for only a very short period) of the time for completing the line for traffic.

I would also recommend that the order sent to England for steel rails rolled to the section now abandoned be cancelled by cablegram, and that rails of the pattern suggested by Mr. Mason be ordered in their stead.

CH. A.G.

Approved.

Approved.—J.G., 10/11/80. Mr. Mason to see. Please return early for the countermanding of the order sent to England.—CH.A.G., 10/11/80. Should a lower price be obtained from Lithgow Company in consideration of lighter rail?—CH.A.G.

I do not think a lower price could be obtained, as the same amount of labour, &c., will be required for the new rail as for the original one, and the former is about two-thirds the weight. I expected an increase in price would have been asked on this account by the contractors.—W.M., 17/11/80. Commissioner.

Send cablegram to Agent General requesting him to abandon proposal to obtain steel rails to the pattern enclosed in our letter to him of 5th October.—CH.A.G., 19/11/80.

No. 101.

Cablegram from Secretary for Public Works to Agent General.

22 November, 1880.

CANCEL order tramway rails sent letter fifth October. Design abandoned.

No. 102.

Mr. Hughes to The Commissioner for Railways.

Sir,

Eskbank Iron Works, Lithgow, 19 November, 1880.

I have the honor to inform you that the rolls for the new 42-lb. tram rail, T pattern, are completed, and I am now in a position to push on with the manufacture of the rails; but referring to your letter, No. 80/1,934, I find that before doing so it will be necessary for me to obtain your written authority.

Will you be pleased to furnish the required permission at your earliest convenience.

I have, &c.,

ENOCH HUGHES,

Manager, *per* R. M'N.

As soon as Mr. Hughes informs me that he is prepared to roll the T rail, with guards complete and fastenings according to the drawing, at the same price and under the same conditions as the existing contract and for the balance thereof, I shall be prepared to give him an order to proceed, subject to the approval of the engineer.—CH.A.G., 20/11/80.

Mr. Mason to see.—G.B., 22/11/80.

No. 103.

The Commissioner for Railways to Mr. Hughes.

Sir,

Department of Public Works, Railway Branch, Sydney, November 20, 1880.

In acknowledging the receipt of your letter of yesterday's date, stating that you are in a position to proceed with the manufacture of the new 40-lb. tram rail of the T pattern, and asking that authority for your doing so may be given, I have the honor to inform you that as soon as you assure me that you are prepared to roll the T rails with guards complete and fastenings according to the enclosed drawing, at the same price and under the same conditions as the existing contract and for the balance thereof, I shall be prepared to give you an order to proceed, subject to the approval of the engineer.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

No. 104.

The Engineer for Existing Lines to The Commissioner for Railways.

New Tramway Rail.

Sydney, November 20, 1880.

I FORWARD herewith tracing of new tramway rail, which has already been approved to supersede those now in use for the purpose of being forwarded to the contractor by the Commissioner.

I saw Mr. Hughes, the contractor for supplying rails of the original pattern, and he has agreed to roll this pattern, including guards and fastenings, at his existing contract price.

I would however suggest that he should be requested to state so in writing.

WM. MASON.

On another paper I directed a letter to be sent to Mr. Hughes to-day.—CH.A.G., 20/11/80.

No. 105.

Mr. Hughes to The Commissioner for Railways.

Sir,

Lithgow, November 27, 1880.

In answer to yours of the 20th instant, No. 80/3,797, informing me that so soon as I could assure you that I was prepared to roll the 40-lb. T rail for tramways with guards complete and fastenings according to the enclosed drawing, at the same price and under the same conditions as the existing contract, and for the balance thereof, you would be prepared to give me an order to proceed subject to the approval of the Engineer, I have the honor to inform you that I have the rolls, iron, and tools for fastenings, and will be prepared to commence on Tuesday next, the 30th instant, with the rails and fastenings,

fastenings, and the guard rails in about fourteen days, and supply you with about 100 tons per week or more if required, and at the prices in the contract referred to (some of the conditions of former contract cannot apply to this), but the materials and workmanship will be completed to the satisfaction of the Engineer for Existing Lines.

I have, &c.,

ENOCH HUGHES.

Manager, Eskbank Iron Co.

Mr. Mason.—CH.A.G., B.C., 29/11/80. This seems sufficient. I expect specimen of rail in Sydney to-night, and if Commissioner will please to give the order for rolling as soon as I inform Mr. Hughes that the pattern they submit is right time will be saved.—W.M., 29/11/80. Commissioner.
Give order directly, Mr. Mason is satisfied.—CH.A.G., 29/11/80.

No. 106.

Mr. Hughes to The Engineer for Existing Lines.

Sir,

I have to inform you that new rail rolls were tried to-day. The rail does not weigh more than 40 lbs. per yard. I cannot send you section as the rolls have got to go back into the lathe.

Lithgow, 18 November, 1880.

Yours, &c.,

E. HUGHES,

Manager, *per* R. M'N.

Seen.—W.M., 20/11/80.

No. 107.

Telegram from Mr. Sutherland to Engineer for Existing Lines.

Eskbank, 27 November, 1880.

MRX idle for two days; elections; altering rolls a little, will send sample by mid-day train on Monday; will be ready to commence rolling on Tuesday morning; everything ready for commencing the fastenings at once.

Seen.—W.M., 27/11/80.

No. 108.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

The rolls for the new tram rails were tried again on Thursday I am told, but they had to put them in the lathe again. I expect they will try them again on Monday or Tuesday, I will advise you of the result as soon as possible.

Lithgow, 27 November, 1880.

Yours, &c.,

THOS. BLADEN.

Telegram from Inspector Bladen to Engineer for Existing Lines.

Lithgow, 27 November, 1880.

AM not certain; rolls are right; tried on Thursday, and have to be tried again.

Telegram from Inspector Bladen to Engineer for Existing Lines.

Lithgow, 30 November, 1880.

TRIED rolls again and taken them back to the lathe; cannot get any decided information from Mr. Hughes.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

I have to report to you that the rolls for new tram rails were tried again this morning. As Mr. Hughes did not say anything to me about the result or submit a sample of the section, I asked him in writing if they were ready, or if not, when I might tell you to expect they would be. His answer was "that he had already telegraphed you on the subject."

Lithgow, 30 November, 1880.

They were tried again to-night, and as Mr. Hughes did not show the section to me, I asked him if I might take one of the short pieces that were cut off; he said, "No, there is no order for them yet." I then told him I did not wish to take it away, I simply wished to compare it with the drawing; he then said, "No, it is the company's property; we have no order for them yet."

As far as I had opportunity of judging, it seemed to me, not in accordance with the drawing, the head being larger on one side than the other.

I am, &c.,

THOS. BLADEN.

No. 109.

Telegram from Mr. Hughes to Engineer for Existing Lines.

Lithgow, 30 November, 1880.

RAIL all right; sample to-day, ready to go on rolling.

No. 110.

Mr. Hughes to The Engineer for Existing Lines.

Sir,

I have the honor to inform you that the rolls now act well, and I forward you 1 yard of rails and two cast-iron blocks. You will find the section rather under the template; this we had to do to bring it to 40 lbs. per yard.

Eskbank Iron Works, Lithgow, 30 November, 1880.

I will have pleasure in commencing to roll so soon as you signify your satisfaction of rail, and the necessary order is forwarded.

I am, &c.,

E. HUGHES,

Manager, *per* R. M'N.

No. 111.

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No. 111.

Telegram from Inspector Bladen to Engineer for Existing Lines.

Lithgow, 1 December, 1880.

HAVE you seen and approved of section? They are rolling the rails.

No. 112.

Telegram from Engineer for Existing Lines to Mr. Hughes.

44, Phillip-street, 1 December, 1880.

RAIL head higher on one side than the other; must be made uniform or it will not reverse in laying. Other parts all right; may start to roll as soon as head is put right. Letter by mail to-night.

No. 113.

The Engineer for Existing Lines to Mr. Hughes.

Sydney, 1 December, 1880.

Sir, The pattern of rail sent is higher on one side of the head than the other; this must be altered or the rails would not reverse, the heads must be uniform. The alteration, I perceive, can easily be made by taking a little more out of the rolls on the low side. I do not object to the weight of the rail exceeding 40 lbs. per yard.

When this is done rolling can be commenced, as the rail in other respects is right.

Tracing herewith showing in red the alteration.

I am, &c.,

WM. MASON.

No. 114.

Mr. Hughes to The Engineer for Existing Lines.

Eskbank Iron Works, Lithgow, 1 December, 1880.

Sir,

I have the honor to acknowledge receipt of your telegram, and have carefully looked at the drawing and section of the rail.

There is an almost imperceptible difference, which can only be noted by reversing and carefully examining them both, and I presume this has come about by drawing the rail down to keep it the required weight.

I am, &c.,

E. HUGHES,

Manager, *per* R. M'N.

P.S.—I have put rolls in lathe to do the alteration, and will be ready for to-morrow.—E.H.

No. 115.

Mr. Hughes to The Engineer for Existing Lines.

Eskbank Iron Works, Lithgow, 1 December, 1880.

Sir,

I have the honor to acknowledge receipt of your letter of the 1st instant, enclosing sketch of rail. We have remedied the defect noted, and have been rolling rails all day, and are expecting to receive due authority from the Commissioner for Railways.

I have, &c.,

E. HUGHES,

Manager, *pro* R.M'N.

No. 116.

Memorandum from Engineer for Existing Lines to Inspector Bladen.

Sydney, 1 December, 1880.

THE piece of rail sent by Mr. Hughes is not right, the head is higher on one than the other; this must be altered or the rails would not reverse in laying. I see it can easily be done by taking a little more out of the rolls on the low side. I am not particular about the exact weight of the rail, but it must be put right.

WM. MASON.

I may probably come to Lithgow to-morrow.

No. 117.

Telegram from Mr. Hughes to Engineer for Existing Lines.

Lithgow, 2 December, 1880.

RAIL all right. Section by mail train. Waiting for orders.

No. 118.

Telegram from Engineer for Existing Lines to Mr. Hughes.

44, Phillip-street, Sydney, 2 December, 1880.

No section of rail received as per your telegram.

No. 119.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 2 December, 1880.

I duly received your memorandum, with drawing of section of rail and guard, this morning, and communicated your remarks about the rail to Mr. Hughes in writing.

I have now to report to you that after rolling seventy-five rails yesterday the rolls were taken out again before I received your telegram. After being altered again they commenced to work upon them this morning, and they appeared, as far as I could judge without being allowed to compare the section with the drawing, to be about right now.

As Mr. Hughes persistently refuses to submit the work to my inspection, I thought it my duty to make a formal request in writing. I beg to enclose a copy of my memo. and his reply for your information.

Yours, &c.,

THOS. BLADEN.

[Enclosure No. 1 to No. 119.]

Memorandum from Inspector Bladen to Mr. Hughes.

Lithgow, 2 December, 1880.

I HAVE to request that before rolling the tram rails you will submit a sample of the section, as well as fractured samples of the material from which you intend to make them, for my inspection.

THOS. BLADEN,

Inspector.

[Enclosure No. 2 to No. 119.]

Mr. Hughes to Inspector Bladen.

Sir,

Eskbank Iron Works, Lithgow, 2 December, 1880.

In answer to your memo. of even date I have to inform you that in my tender for the new tram rails I agree to perform the work to the satisfaction of the Engineer for Existing Lines.

I shall therefore require the authority of the Commissioner for Railways before executing any order or submitting any material to you.

E. HUGHES,

Manager, per R.M.N.

No. 120.

Telegram from Commissioner for Railways to Mr. Hughes.

3 December, 1880.

YOUR letter to Mr. Bladen respecting his authority to ask to see section of rails. He has full authority, and the Engineer will not accept any rails except they be passed by Mr. Bladen. Do not obstruct the work any further.

Telegram sent.—3/12/80. Mr. Mason.—G.B., B.C., 3/12/80. Seen.—W.M. Commissioner.

No. 121.

Telegram from Inspector Waring to Engineer for Existing Lines.

Lithgow, 3 December, 1880.

SAW Mr. Hughes and Sutherland with Mr. Bladen; pointed out the defect in rail; they will alter the rolls at once. I will be in Sydney to-night.

Seen.—W.M., 3/12/80.

No. 122.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 4 December, 1880.

I have to report to you that the rolls for new tram rails have been altered twice since Mr. Waring was at Lithgow, on Friday last, but the rails are not yet satisfactory, or a sample would have been sent to Sydney by to-night's train for your approval.

I am informed that it is intended to put the rolls in the lathe and alter them again to-morrow so as to have them ready to try again on Monday morning.

I am, &c.,

THOS. BLADEN.

Seen.—W.M., 13/12/80.

No. 123.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 6 December, 1880.

I am sorry to have to report that the rolls for new tram rails are not yet ready for another trial. It is expected they will be ready to-morrow.

I think it right to inform you that Mr. Sutherland asked me this morning to examine a number of D.H. rails, which he was given to understand I had not examined before, but which I had good reason for believing had been rejected by me, and had been patched and made to appear perfect. At his request I went over them again, and there was not one of them fit to pass. I afterwards pointed out the defects to Mr. Sutherland, and, in his presence, picked out the putty from the holes in some of the rails. He seemed surprised, and said it was not his wish that such things should be done.

I am, &c.,

THOS. BLADEN.

Seen.—W.M., 13/12/80.

No. 124.

Telegram from Engineer for Existing Lines to Commissioner for Railways.

Lithgow, 8 December, 1880.

RAILS all right; ready to go on rolling on receipt of your orders. Please reply, as it is urgent.

No. 125.

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No. 125.

Telegram from Commissioner for Railways to Engineer for Existing Lines,

8 December, 1880.

RECEIVED telegram. Let rolling be proceeded with.

No. 126.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 8 December, 1880.

I beg to send the enclosed for your information. I need scarcely say that if it is conceded that an inspector must be constantly in attendance at the presses, to see that the straighteners do their work properly, I should require some assistance.

Yours, &c.,

THOS. BLADEN.

[Enclosure No. 1 to No. 126.]

Mr. Hughes to Inspector Bladen.

Sir,

Eskbank Iron Works, Lithgow, 8 December, 1880.

A number of stalk-rails having been returned to be re-straightened, I would thank you to inspect them at the press as they are being straightened, so as to prevent expense in handling and turning them over.

Yours, &c.,

E. HUGHES,

Manager, per R. M'N.

[Enclosure No. 2 to No. 126.]

Mr. Hughes to Inspector Bladen.

Sir,

Eskbank Iron Works, Lithgow, 8 December, 1880.

Having commenced to roll and straighten the new tram rails, I would feel obliged if you would inspect and pass all rails when they are being straightened at the press. At this point they are frequently turned over and every facility afforded for a thorough inspection, whereas leaving them later puts the Company to the extra expense of labour to unload and turn over. If this cannot be acceded to I cannot go on with the manufacture.

E. HUGHES.

[Enclosure No. 3 to No. 126.]

Inspector Bladen to Mr. Hughes.

Sir,

Lithgow, 8 December, 1880.

In reply to your memo. of to-day, I beg to say that, as I understand my duties, I have to pass rails only when they are presented for delivery, and in the meantime to inspect the rails in all the stages of manufacture.

If you have any complaint to make about the way in which I perform my duty, I think it would be better for you to communicate with Mr. Mason, the chief of my department.

Yours, &c.,

THOS. BLADEN.

Get what assistance you require in the way of labourers, but do not let us have the work delayed.—W.M., 9/12/80. Mr. Bladen. I got a man from Mr. Hollis, this morning, to see to this straightening; his name is George Cook.—THOS. BLADEN, 10/12/80. Appd.—W.M., 13/12/80. Mr. Bladen. Noted.—THOS. BLADEN, 14/12/80.

127.

Mr. Hughes to The Commissioner for Railways.

Sir,

Eskbank Iron Works, Lithgow, 8 December, 1880.

Having now commenced to roll the new 40 lbs. T tram rails, and being desirous of carrying out the contract with all possible speed, I would like the inspector to inspect and pass all rails when at the straightening-press. When at the press the rails are turned over repeatedly; they are then stacked, and have to be turned over and sorted at an extra expense to the company, which can be avoided by the first-named method, of inspecting at the press.

I may also mention that the press will be worked from 6 a.m. to 6 p.m.

Asking for your favourable consideration.

I have, &c.,

E. HUGHES,

Manager, per R. M'N.

Will Mr. Mason decide?—CH. A. G., B.C., 9/12/80. I have instructed Mr. Bladen to get what extra assistance he requires to inspect rails at the press.—W.M., 9/12/80. Commissioner.

Inform.—CH. A. G., 12/12/80.

No. 128.

The Commissioner for Railways to Mr. Hughes.

Sir,

Department of Public Works, Railway Branch, Sydney, 13 December, 1880.

In reply to your letter of the 8th instant, asking that the new 42 lbs. T tram rails now being rolled at your company's works may be inspected and passed when at the straightening-press, I have the honor to inform you that your request is complied with, and the necessary arrangements will be made accordingly.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

No. 129.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 9 December, 1880.

I have to report that I have passed forty-nine 21 feet and one 18 feet new section tram rails for delivery; they are to leave by early train to-morrow morning for Sydney.

Although I have passed these rails, as they are so urgently required, they are not altogether satisfactory. They have not been cutting them to the exact length; and as the holes are punched exactly

exactly to gauge until they get to the fish-bolt holes at the last end, the excess in length occurs always between the fish-bolt holes and the first stud-hole. I have had a good many put on one side till I hear from you about them. I called Mr. Hughes attention to it as soon as they commenced punching this morning, and he had the gauge altered, so that I trust they will get them right now. In the meantime I should be glad if you would advise me by wire what to do about these that are rolled, some of them are as much as an inch too long. Mr. Hughes wishes me to suggest to you that the holes in the guard rail be made longer, to allow for this variation in the distances between the holes in the rail; but this would not remedy the defect when a rail was reversed.

I am, &c.,

THOS. BLADEN.

We will take the rails already rolled, which there is any difficulty about punching to gauge, as they will answer for laying down where guards are not required; but in such a case the end holes for first plates only will require to be punched. All the new rails yet to be rolled must be of such length as to admit of being punched to gauge, any little difference there may be must be between the end and the first stud bolt, that is at 18 inches from the end. A few rails may be rolled 20' 3", and 17' 3" for curves. Give me early notice of all rails sent to Sydney, so as I may know when to expect them.—W.M., 10/12/80. Mr. Bladen.

Noted and communicated to Mr. Hughes.—THOS. BLADEN, 11/12/80. Seen.—W.M., 13/12/80.

No. 130.

Telegram from Engineer for Existing Lines to Inspector Bladen.

44, Phillip-street, Sydney, 10 December, 1880.

RAILS that cannot be punched to proper gauge will suit where guards are not used, if they can keep us going with new rolled rails; those you have put aside will do to use without guards. Will write you to night.

No. 131.

Memorandum from Engineer for Existing Lines to Inspector Bladen.

Sydney, 13 December, 1880.

REFERRING to your letter of the 9th instant, in which you state that you passed forty-nine 21 feet and one 18 feet new section tram rails, I wish you to forward a separate report of the passing of these rails.

Similar returns to those you forward for re-rolled rails must be sent for all tramway materials you pass.

W. MASON,

pro GEO. LANDERS.

No. 132.

Mr. Inspector Bladen to The Engineer for Existing Lines.

Lithgow Station, 10 December, 1880.

Sir,

I have to report that they have been rolling tram rails again all day, and the lengths are running much nearer the proper length, but very few of these have yet been punched.

Mr. Hughes has promised me positively he will get another pair of bolster trucks loaded to-morrow, and that next week he will have three straighteners at work to push on the work as quickly as possible.

From what I can see now of the difficulty there will be in getting the lengths of the rails and guard so exactly to match that the bolts will lead straight through the holes of both, I think if you see no objection to it, it would be advisable to allow a little more margin in the length of the holes in the guard and studs.

I received your telegram this afternoon.

Yours, &c.,

THOS. BLADEN.

W.M., 11/12/80. Seen.—THOS. BLADEN, 11/12/80.

No. 133.

Mr. Hughes to The Engineer for Existing Lines.

Eskbank Iron Works, Lithgow, 10 December, 1880.

Sir,

I have the honor to suggest that the slot-hole in guard-rail and cast-iron stud be made say one (1) inch long, so as to allow a little play for reversing.

Hoping for your favourable consideration,—

I am, &c.,

ENOCH HUGHES,

Manager, per R. M'N.

I see no objection, and even a little longer if necessary.—W.M., 13/12/80.

No. 134.

The Engineer for Existing Lines to Mr. Hughes.

Sir,

Sydney, 13 December, 1880.

In reply to your letter of the 10th instant, suggesting that the slot-hole in guard-rail and cast-iron stud be made one inch long, so as to allow a little play for reversing, I have to inform you that I see no objection, and even a little longer if necessary.

I am, &c.,

WM. MASON.

No. 135.

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No. 135.

Memorandum from Engineer for Existing Lines to Inspector Bladen.

Sydney, 13 December, 1880.

I HAVE informed Mr. Hughes that the slot-hole in guard-rail and cast-iron stud may be made one inch long, so as to allow a little play for reversing, and even a little longer if necessary.

WM. MASON,
pro GEO. LANDERS.

No. 136.

Telegram from Engineer for Existing Lines to Inspector Bladen.

44, Phillip-street, Sydney, 11 December, 1880.

LET me know when and by what train the fish-plates and fastenings will be down. Reply at once.

No. 137.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 11 December, 1880.

I did not receive your telegram till half-past 3 o'clock this afternoon, replied as soon as possible.

Mr. Hughes says he will roll some iron for fish-plates on Tuesday, and send some to Sydney with the fastenings the same evening.

Two pairs of bolster were partly loaded with tram rails to-day, which I expect will be sent on Monday night.

The mill has been working on merchant iron nearly all to-day.

Yours, &c.,

THOS. BLADEN.

Commissioner to see.—W.M., 15/12/80. Seen. I have spoken about these delays to the Chairman of the Board of Directors. I think there will be no more stoppage of our work till it is completed.—Ch. A. G., 17/12/80. Mr. Mason.—G. B., B. C., 20/12/80. No guard-rails yet received.—W.M., 5/1/81. Commissioner. Seen.—D. V.

No. 138.

Mr. Hughes to The Engineer for Existing Lines.

Sir,

Eskbank Iron Works, Lithgow, 13 December, 1880.

A number of T rails of various lengths are lying at our Sydney yard; also a number of the same class of rails of 12 feet lengths are lying at the Government Stores, Redfern. They are the same style and pattern as those laid in the Moore Park tramway, and form part of a fifty-ton order handed to our company on the 16th August last by Mr. Bladen. The then Engineer for Tramways on the 16th August agreed to take a number of short length rails, and a quantity of 15 feet rails were shortly afterwards sent. On the 7th September Mr. Bladen passed thirty rails 12 feet long, which were also forwarded to the Tramway Department, and both lots have been returned, and are now lying useless on our hands. As they were accepted by the Tramway Department, and sent by us in good faith, I would feel obliged if you could see your way clear to take them.

I may add that this company is prepared to make a reduction of 10s. per ton on them below the price named in contract,—that is to charge them at £10 10s. per ton.

Trusting to receive favourable consideration,— I am, &c.,

ENOCH HUGHES,

Manager, per R. M'N.

Were these rails passed by you; if so, give me the particulars.—W.M., 15/12/80. Mr. Bladen. I did not pass the rails referred to by Mr. Hughes as being passed by me on the 7th September. Other T rails were sent away that I did not pass; one set of bolsters loaded on the 9th August I did not pass.—THOS. BLADEN, 16/12/80. Inform Mr. Hughes that rails cannot be accepted unless passed by Mr. Bladen.—W.M., 18/12/80.

No. 139.

The Engineer for Existing Lines to Mr. Hughes.

Sir,

Sydney, 20 December, 1880.

In reply to your letter of the 13th instant, relative to a quantity of T rails of various lengths lying at your Sydney yard and Railway stores, Redfern, and stated to be a portion of a fifty-ton order given to you by Mr. Bladen, on 16th August last, I have to inform you that as these rails have not been passed by Mr. Bladen, they cannot be accepted.

I am, &c.,

WM. MASON.

No. 140.

The Engineer for Existing Lines to Mr. Hughes.

Sir,

Sydney, 18 January, 1881.

In reply to your letter of the 22nd December last, referring to a number of rails of various lengths, alleged to have been forwarded to Sydney and passed by the then Engineer for Tramways, Mr. Gjedsted, and requesting that they may be accepted by this department, I have again to inform you that as these rails have not been passed by Mr. Inspector Bladen I cannot take the responsibility of accepting them until such is done.

I am, &c.,

WM. MASON.

No. 141.

No. 141.

Inspector Bladen to The Engineer for Existing Lines.

Sir, Lithgow, 13 December, 1880.
 May I ask which of the enclosed sections of stud is the correct one? It is shown as No. 2 on the last drawing sent to me, but as I do not remember that anything was said about it, and do not feel quite certain, I thought it better to inquire.

And will you please inform me if it is intended to have all the bolts of the same length, or will you have the bolts for the intermediate holes half-an-inch shorter than the fish-bolts.

Mr. Hughes asked me for this information to-day.

Yours, &c.,

THOS. BLADEN.

No. 1 is correct, taking care to make the gauge of $\frac{3}{4}$ inch the guide.—W.M., 14/12/80. Mr. Bladen. Noted.—THOS. BLADEN, 15/12/80.

No. 142.

Telegram from Engineer for Existing Lines to Inspector Bladen.

44, Phillip-street, Sydney, 14 December, 1880.

NUMBER one sketch of stud correct. Letter by to-night's train.

No. 143.

Inspector Bladen to The Engineer for Existing Lines.

Sir, Lithgow, 15 December, 1880.
 I sent two sample screws by to-day's train for your approval, as Mr. Hughes wishes to know if they will do without pointing.

I regret to say there are no fish-plates punched yet. Mr. Hughes has promised to go on punching them all to-night.

I am, &c.,

THOS. BLADEN.

I prefer them pointed if it will not delay us, but if it is likely to cause delay we will take them as per sample you sent. Let us have some as early as practicable, as little or nothing can be done until we get the fastenings and guard rails.

Take care that the guard-rail at the top is nicely rounded according to drawing,—that is on the inside facing the rail head, but not too much; it must not be made sharp.—W.M., 16/12/80. Noted.—THOS. BLADEN, 17/12/80.

No. 144.

Mr. Hughes to The Engineer for Existing Lines.

Sir, ! Eskbank Iron Works, Lithgow, 20 December, 1880.
 Herewith please find memo. of stalk-rails forwarded to the storekeeper this day.

Yours, &c.,

E. HUGHES,

Manager.

MEMO.—No. 3 contract.—36 stalk-rails, each 21 feet, 9 ton 4 cwt. 2 qrs.

No. 145.

Inspector Bladen to The Engineer for Existing Lines.

Sir, Lithgow, 21 December, 1880.
 I have to report to you that Mr. Hughes is making better progress with straightening and punching the rails; he has had three presses at work to-day, but the rolls for guard are being turned at a very slow rate. From what I can see I do not think the first roll will be finished this week.

I asked Mr. Hughes what progress was being made with the studs, and he said he was just grinding up the patterns to send them to Sydney. He was going to get fifty tons of them cast in Sydney; one firm was going to do twenty-five tons, and another the same quantity; and he said with regard to the wood-screws he was now having the tools made to point them in the lathe.

I am, &c.,

THOS. BLADEN.

What about the fish-plates? Does Mr. Hughes intend altering the rolls so as to make the plates fit the rails? Mr. Sutherland has just called at my office and has promised that the guards will be ready about the 2nd January, and that all the other fastenings are in hand, and will be supplied at the same time. Let me know what probability there is of this being carried out.—W.M., 22/12/80. Mr. Bladen. I see no probability whatever; the first of the two rolls is not yet ready, and Mr. Hughes said they would both be ready by the 21st instant. With regard to the fish-plates I had spoken to Mr. Hughes about altering the rolls and could get no satisfactory answer from him, he merely said they were according to the drawing, and he could do no more. I have asked him in writing about the matter to-day, and enclose copies of the memos. for your information.—THOS. BLADEN, 23/12/80. Seen.—W.M.

No. 146.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 22 December, 1880.

With regard to the enclosed memo. which I send for your information, I beg to remark that the man sent to me by Mr. Hollis is in constant attendance at the presses to see that the rails are properly straightened, thus saving the contractors the expense and trouble which it was alleged they were put to through having to turn rails over and having them sent back to be re-straightened. Now this is not enough, he wishes me to be constantly there too and not to see what is put in the rails, how they are made or how they are patched; a great many rails are turning out bad through raw iron or some foreign matter getting in during the puddling process.

The consequence is they break up in small holes along the head, and if I were to pass them I am confident they would not wear well; a great many rails too are cracked in the flanges, which I cannot pass.

All the specifications I have or ever saw for this kind of work provide for inspection during all the stages of manufacture, which I beg respectfully to submit is a most important and necessary provision in order that good rails may be obtained.

I am, &c.,

THOS. BLADEN.

[Enclosure to No. 146.]

Mr. Hughes to Inspector Bladen.

Sir,

Eskbank Iron Co., Lithgow, 22 December, 1880.

By letter under date December 13th, 1880, the Commissioner for Railways informs me that he has "made the necessary arrangements to have the T tram rails passed and inspected when at the straightening press."

I will therefore thank you to inspect them at that point and not to interfere with them during any of the preliminary stages.

Yours, &c.,

E. HUGHES,

per R. M'N.

I will receive no rails of any kind that Mr. Bladen has not inspected in all their processes of manufacture and passed.—W.M., 5/1/81. Mr. Bladen. Noted.—THOS. BLADEN, 6/1/81.

No. 147.

Inspector Bladen to Mr. Hughes.

Sir,

Lithgow, 23 December, 1880.

Please let me know for Mr. Mason's information if you intend to alter the fish-plate rolls so as to make the plates fit the rails.

Yours, &c.,

THOS. BLADEN.

No. 148.

Mr. Hughes to Inspector Bladen.

Sir,

Lithgow, 23 December, 1880.

In answer to your letter of even date I will thank you to let me know if there is any alteration from the plan received from Mr. Mason on the 2nd instant. If there is, I must have a new plan and specification before turning the roll.

Yours, &c.,

E. HUGHES,

Manager, *per* R. M'N.

No. 149.

Inspector Bladen to Mr. Hughes.

Sir,

Lithgow, 23 December, 1880.

I do not know of any alteration of plan for fish-plates, but as you seemed to have some difficulty in getting the rail true to the drawing, it may be that there is a little deviation from the drawing in the section of the rails, and of course the plates must be made to fit.

Yours, &c.,

THOS. BLADEN.

No. 150.

Commissioner for Railways to Mr. Hughes.

24 December, 1880.

SEND telegram from me as under:—

In reference to your note to Mr. Inspector Bladen you will please make fish-plates to fit rails in accordance with plan.

Sent.—D.V., 24/12/80.

CH.A.G.

No. 151.

Mr. Hughes to The Commissioner for Railways.

Sir,

Eskbank Iron Works, Lithgow, 25 December, 1880.

I have to acknowledge the receipt of your telegram of yesterday, and in reply to same I regret to know that your valuable time is taken up and annoyed with so small a matter of detail. If Mr. Inspector Bladen had condescended to say what alteration he required from those already passed and sent to Sydney, it would have been at once attended to, but to have altered the rolls without knowing what was wrong would most likely have destroyed them and further delayed the work. It will now be necessary

necessary for me to let you know what has already been done in this matter, to enable you to judge fairly of the present case, as in my opinion it would not have been sent to you if there was not something more said or written than appears on these papers.

So soon as the present rails were approved of, to forward the work I had fish-plates fitted in the presence of Mr. Mason, Engineer for Existing Lines, who was on the ground. Inspector Bladen inspected and approved of same. I then had a quantity rolled in the same rolls as those approved. I had some punched and straightened, inspected by Mr. Inspector Bladen, and some sent to Sydney. I continued making until I received from Inspector Bladen the enclosed telegram, marked No. 1, on the receipt of which I stopped making any more until I should hear further from Inspector Bladen, who arrived here on the 21st instant, when I enquired what was the matter with the fish-plates. I was answered in a most offensive manner, as I have already been by this gentleman, "Make them in accordance with the plan and to fit the rails." I said I thought I had done that already, but if he put in writing what alteration he wanted, or what was wrong in those already done, it should be attended to. His only answer was more offensive remarks. I had heard from another source that the fish-plates were required to be larger, so as to have $\frac{1}{8}$ " of space between the plate and the stalk of the rail, the plan only showing $\frac{1}{16}$ ". If he had said so it would have been done; but if I had altered the rolls without written instructions or saying what alteration he required, I know from past experience that the fish-plates would have been condemned for being too large; the rolls would then be useless and the work further delayed. I only asked to be informed what space was required between the fish-plate and the stalk of the rail. I should then have altered the rolls with safety; but instead of that, the memo. marked No. 2, and answered it by memo. No. 3, and in reply received, memo. No. 4, which you will see gives me no information whatever to guide me as to what alteration is required from those already approved of. I have tried the fish-plates nowhere on the rails, and they seem to me to come up to the requirements of your telegram; but if I were informed of what I first asked for, what space was required to be left between the fish-plate and the stalk of the rail, a simple question, I could at once have done the rest. You would then have been spared the trouble and annoyance, and I the humiliation caused by the base insinuations daily cast upon me by a man who has said and done all in his power to destroy my character and that of the company, and to wilfully and maliciously cause the company's money to be wasted to an extent that cannot last much longer, or would not have been endured if my advice had been taken by my directors. I have thus in the midst of troubles and anxiety in establishing a new and large industry such as this, and wishing to give satisfaction to those who patronize us. I have considered it necessary to say this much. I will see that your telegram is attended to.

I have, &c.,
ENOCH HUGHES,
 Manager, Eskbank Iron Works.

[Enclosure No. 1 to No. 151.]

Telegram from Inspector Bladen to Mr. Hughes.

Redfern, 20 December, 1880.

FISH-PLATES do not fit. Do not send any more till I return.

[Enclosure No. 2 to No. 151.]

Inspector Bladen to Mr. Hughes.

Sir,
 Will you please let me know for Mr. Mason's information if you intend altering the fish-plate rolls so as to make the plates fit the rails.

Lithgow, 23 December, 1880.

I have, &c.,
THOS. BLADEN,
 Inspector.

[Enclosure No. 3 to No. 151.]

Mr. Hughes to Inspector Bladen.

Sir,
 In answer to your letter of even date, I will thank you to let me know if there is any alteration from the plan received from Mr. Mason on the 2nd instant. If there is I must have a new plan and specification before turning the roll.

Lithgow, 23 December, 1880.

I have, &c.,
ENOCH HUGHES,
 Manager, per R. M'N.

[Enclosure No. 4 to No. 151.]

Inspector Bladen to Mr. Hughes.

Sir,
 I do not know of any alteration of plan for fish-plates, but as you seemed to have some difficulty in getting the rails true to the drawing, it may be there is a little deviation from the drawing in the section of the rails, and of course the plates must be made to fit.

Lithgow, 23 December, 1880.

Yours, &c.,
THOS. BLADEN.

Mr. Mason.—G.B., B.C., 29/12/80. The fish-plates fitted were *old ones*, and not from the new rolls. It would only be a waste of time to reply to Mr. Hughes's misrepresentations.—W.M., 30/12/80. Commissioner. Seen.—CH.A.G., 11/1/81.

No. 152.

Inspector Bladen to Mr. Mason.

Sir,
 I am glad to be able to report that they are getting on much better with rolls for guard; they have got the second roll partly turned, and I see no reason why they should not have some ready some time next week if they push on with them as they have the last few days, and if they work properly when they are done.

Lithgow, 29 December, 1880.

I have, &c.,
THOS. BLADEN.

Let me know as soon as they are ready to roll the guards.—W.M., 3/1/81. Mr. Bladen. They have tried the rolls for guard once, and they have taken them back to the lathe again. I will inform you as soon as possible when they are ready to roll.—THOS. BLADEN, 4/1/81. Seen.—W.M.

No. 153.

33

No. 153.

Telegram from Inspector Bladen to Engineer for Existing Lines.

7 January, 1881.

GUARD-ROLLS a bungling job, tried fourth time not right. Fear you will have to accept a modification of section to get them made in these rolls.

Seen.—W.M., *per* G.L.

No. 154.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 29 December, 1880.

I beg leave to lay before you the following report of the vile abuse I received from Mr. Hughes on Friday last:—

I was passing rails with the assistance of George Cook, when he came to me and said he would not allow me to mark the rails with chalk, and if I marked another rail he would put me out of the yard. I told him I was justified in marking the bad rails and should do my duty without being afraid of his threats. He then said, "Well, you just mark another rail, and I will show you whether you will take notice of what I say or not." I told him that he knew well enough that I did not condemn the rails for any other reason but because they were bad, and if he would see that the rails were made good there would be no bother, and there would be no rails rejected. He then began to abuse me. He said, "You had better see if you can make rails; you never could make iron; you have ruined everything you ever had anything to do with. You ruined the man you had with you in Sydney, and I know what brought you out here, you left your country for your country's good." I asked him what he meant by such a statement, and he replied, "Why, you did not leave England with a clean sheet." I then told George Cook to take notice of what he had said about my character, and he then repeated it in a loud voice, so that all the workmen round could hear what he said. I would beg respectfully to say I am prepared to prove that all these malicious aspersions upon my character are utterly false.

Yours, &c.,

THOS. BLADEN.

See Mr. Bladen's report of same date.—W.M., 3/1/81.

No. 155.

Inspector Bladen to The Engineer for Existing Lines.

Sir,

Lithgow, 29 December, 1880.

I have been passing rails to-day and received the enclosed memo. from Mr. Hughes to-night. I have defaced no rails but merely what is harmless, necessary, and approved by your minute, dated 9th August, that is, I have simply put a × with chalk on the end of rails rejected, to show they are rejected; this at least is necessary, and I shall feel it my duty to continue the practice until otherwise directed by you.

Yours, &c.,

THOS. BLADEN.

[Enclosure to No. 155.]

Mr. Hughes to Inspector Bladen.

Sir,

Lithgow, 29 December, 1880.

I find that you still continue to chalk and deface rails which you condemn. I must again protest against this course; if you will not pass the rails, kindly refrain from marking them in any way, or I must stop my straighteners and punchers till the matter is settled.

Yours, &c.,

E. HUGHES,
pro R. M'N.

I again strongly urge the Commissioner to take some decisive steps to put a stop to Mr. Hughes's insulting conduct to the Inspector.—W.M., 3/1/81. I am informed that Mr. Mason, with Mr. Sutherland's assistance, has been able to smooth away the differences which have existed between Mr. Hughes and Mr. Bladen. I am glad of this, as the disputes that have taken place seem to have arisen from personal animosity.—CH.A.G.

No. 156.

Mr. Hughes to The Engineer for Existing Lines.

Sir,

Lithgow, 29 December, 1880.

I regret to have to inform you that it is impossible for me to supply you with the quantity of rails as I promised, say 100 tons per week or more if required, not from the want of being able to manufacture the quantity named, but from the want of getting them passed by Inspector Bladen, although it was clearly understood that the inspector was to approve or disapprove of the rails when on the plate so soon as cold, when the rails can be seen all round and before they are touched by the company's man, who files, punches, and straightens them, and he or his assistant could then see these being straightened and sent away; as it is now, and has been from the first, Mr. Inspector Bladen expressed determination to destroy my character and that of the company, worrying me by every means in his power by causing a wilful and unnecessary waste of the company's money by the extra labour in attending on him in turning the rails over and over, and in waiting for his appearance at the post of duty; and until very lately, when he was informed that his time of attendance at the works was being kept; when he did come to the works his time there never averaged three hours per day, and often the company's men's time was wasted on that account. I after pointed this out to my directors, but they begged me to have patience. I told them all that patience would do would be to ease them of their money. Some time after three of them met Mr. Bladen on the ground, and after seeing for themselves the waste of time, they pointed this out and

as a special favour requested him to condemn what in his opinion was not right, but to do it before so much labour was wasted upon them by punching, &c., and making them unsaleable to private customers. A useless waste of over £2 per ton, on every ton of new rails supplied to the Government up to this time has been the result, and for instance, last Thursday I was anxious, before the holidays commenced, to get away as many rails as possible; I was there with two inspectors and six men, with over 40 tons of rails to choose from, that were neither approved nor rejected; all we could manage to get passed in five hours were seventeen rails, or about 2 tons. I requested him to pass or reject them on the plate, or at the press, to save such a waste of time and money in turning them over in heaps, and then returning them five or six times before getting them away. He said he would pass them where he liked, and when he liked, and how he liked, and would not acknowledge me as having anything to do with them or the management of the works, and would not have his nose fixed at the press for any one. Under these extraordinary circumstances I appeal to you to be released from the power of this man, who never has had any experience in the manufacture of rails, it being a specialty in the trade; and from his power and interference in the manufacture the Government have not got a permanent rail, and the company's money and character is being destroyed by a man whose every act and expression, public and private, has been made with the view of destroying this company. In a previous communication to you on this subject, which by the misunderstanding of the clerk was sent to the Commissioner, I brought this same matter under notice, and when I agreed to a complete alteration of the plan of rails and fastenings under your management I clearly understood that I, as a practical rail manufacturer, was to be permitted to manufacture from materials and workmanship rails that would be a permanent benefit to the Government, and a credit to this company, submitting the rail when manufactured to any reasonable test that may be required by you. In no other way that I can see should this company be held answerable for the wear of the rail. I have the honor to request you to give this matter your earliest attention, so as to facilitate the work being carried through as early as possible.

I have, &c.,

ENOCH HUGHES,
Manager, Eskbank Iron Works.

No. 157.

Mr. Hughes to Inspector Bladen.

Sir,

Eskbank Iron Works, Lithgow, 3 January, 1881.

As I shall not be working on Government orders this afternoon, only in trying the guard-rail rolls, a sample of which rail must be approved of by Mr. Mason before my continuing to roll for the Government, your presence at the works will not be required until I hear from Mr. Mason.

Yours truly,

E. HUGHES,

Manager, *per* R. M'N.

Forwarded for Mr. Mason's information.—THOS. BLADEN, 3/1/81.

It will be no use Mr. Hughes rolling guard-rails without your being present to see what they are composed of, as I will not have anything to do with materials which have not passed your inspection. If he intends you to be absent whilst he rolls one as a sample, he probably thinks to get me to approve of it, and then he would take that as a pattern both as to form and quality; if he thinks to do this he will be greatly deceived, as I will approve of nothing that has not been inspected by you and passed, if we never get the rails.—W.M., 5/1/81. Mr. Bladen.

Noted.—THOS. BLADEN, 6/1/81.

No. 158.

Mr. Hughes to Inspector Bladen.

Sir,

Eskbank Iron Works, Lithgow, 5 January, 1881.

I would feel obliged to you if you would pass the tram rails before they are punched, as if they are condemned after being punched they are not saleable to private individuals. An answer would oblige.

Yours, &c.,

E. HUGHES,

Manager, *per* R. M'N.

Copy of reply sent:—

Inspector Bladen to Mr. Hughes.

Sir,

Lithgow, 6 January, 1881.

In reply to your memo. of last night, I have simply to say that you ought to know that it is contrary to all precedent, and altogether outside of my discretion, to pass any material till it is finished and ready for delivery.

Yours, &c.,

THOS. BLADEN.

Forwarded for Mr. Mason's information.—THOS. BLADEN, 6/1/81.

Seen.—W.M.

No. 159.

Memorandum from Engineer for Existing Lines to Inspector Bladen.

Sydney, 12 January, 1881.

THE screws sent are too much rounded on the head, which causes the spanner to slip. Ask Mr. Hughes to be kind enough to make them square throughout their depth.

W.M.

No. 160.

No. 160.

Memorandum from Engineer for Existing Lines to Inspector Bladen.

Sydney, 13 January, 1881.

In forwarding your returns of tramway materials supplied by the Eskbank Iron Company, I wish you, if possible, to give the weight of fish-plates as well as the number, to enable me to check the accounts forwarded by Mr. Hughes.

I also wish you to give the numbers of the trucks in which the material is loaded, and the dates on which they are forwarded to Sydney.

WM. MASON,
pro GEO. LANDER.

No. 161.

Memorandum from Engineer for Existing Lines to Inspector Bladen.

Sydney, 17 January, 1881.

I wish you to be very particular that the studs now being cast by the Eskbank Iron Company be of the proper thickness, as some of those already forwarded to Sydney were rejected for not being sufficiently thick.

WM. MASON.

APPENDIX A.

GOVERNMENT TRAMWAYS.

CONTRACT No. 1. FORM OF TENDER.

I HEREBY agree to provide all necessary labour, tools, and materials of every description, and to execute the whole of the works required in the supply of—

250 tons rails
10½ „ fish-plates
3 „ 8 cwt. fish-bolts
6 „ 18 „ dog-spikes

as described, and in strict accordance with the specification and drawing, and to the entire satisfaction of the Superintending Engineer, for the sums herein specified:—

Rails	...	...	£11 0 0 per ton, or a total of	£2,750 0 0
Fish-plates	...	...	12 10 0 „ „	131 5 0
Fish-bolts	...	...	42 0 0 „ „	138 0 0
Dog-spikes	...	...	20 10 0 „ „	141 9 0
Making a sum total for the whole contract...				£3,160 14 0

ENOCH HUGHES,
Eskbank Iron Works.

I further agree to supply any quantity (not exceeding 10 per cent.) of the materials specified in this contract that may be required over the quantities specified, at the following prices, viz:—

Rails at £11 per ton.
Fish-plates at £12 „
Fish-bolts „ £42 „
Dog-spikes „ £20 „

NOTE.—A sum of £20 (twenty pounds sterling) has been deposited with the Colonial Treasurer, which sum I agree to forfeit to the Commissioner for Railways should I fail to find the necessary security and complete the bond at the time specified below.

ENOCH HUGHES,
Eskbank Iron Works.

Should the foregoing tender be accepted, we, the undersigned, do hereby agree to be responsible for the due performance of the contract, and we hereby undertake, within seven days from the date of the notification of the acceptance of the tender, jointly and severally to execute and deliver, at the office of the Crown Solicitor in Sydney, a bond to the Commissioner for Railways in the penal sum of £300 (three hundred pounds sterling) for securing such performance.

JOHN SUTHERLAND,
84, Abercrombie-street, Sydney.

ROBERT KELLY,
Newtown Road.

This is the tender referred to in our annexed bond to the Commissioner for Railways, dated the thirtieth day of June, A.D. 1880.

Witness—M. S. HARTE.

ENOCH HUGHES,
JOHN SUTHERLAND,
ROBERT KELLY.

APPENDIX B.

GOVERNMENT TRAMWAYS OF NEW SOUTH WALES.

SPECIFICATION for the manufacture and supply of Permanent-way Materials, to be delivered at the Tramway Yard, Belmore Gardens, Sydney.

1. This contract comprises the manufacture of the following Permanent-way Materials for the Government Tramways, viz :—

250 tons rails,
3 „ 8 cwt. fish-bolts,
6 „ 18 „ dog-spikes,
10½ „ fish-plates,

together with the finding of all tools, implements, and labour requisite for the full and proper completion of the contract to the entire satisfaction of the Engineer in charge.

2. The drawings accompanying this specification, and which is hereafter referred to as drawing No. 1, shows the design, arrangement, and detail of the work to be executed.

3. The whole of the workmanship and materials used under this contract to be of the best description and quality of their respective kinds. The whole of the work must be executed according to the forms and dimensions shown on the drawings and described in this specification.

4. All the dimensions given are net measurements of the finished work, and must be strictly adhered to.

5. The different materials specified under this contract must be supplied at the following dates, as under :—

25	per cent.	of each kind	within four weeks	after date of acceptance	of tender.
25	„	„	on or before	1st June,	1880.
25	„	„	„	15th „	„
25	„	„	„	1st July	„

RAILS.

1. The sections of the rails are shown on plan. The weight to be 42 lbs. per lineal yard. Before commencing to roll, the contractor must make template according to the drawing, which must be approved of in writing by the Superintending Engineer; no rail weighing more than (1) one per cent. lighter than the weight specified will be received, nor will any allowance be made for any excess of weight beyond (1) one per cent. above that specified. Within these limits the rails will be paid for by their actual weight.

2. The length of the rails to be as under, viz :—

90	per cent.	; 21 feet long.
10	„	18 „

No deviation from these lengths will be allowed.

3. The pile from which these rails are to be made to be not less than 7 in. by 8 in. (seven by eight) and of such a length as will make it weigh at least (25) twenty-five per cent. more than the finished rail, or such other length as may be necessary to have a sufficient extra quantity of iron to secure perfect soundness at the ends of the rails.

4. The slab for forming the head of rail to be made of the best mine iron No. 2 and 3, specially selected for hardness and toughness, and made into a bloom thoroughly and closely worked together on all sides under the hammer, then reheated to a welding heat, and rolled into a bar 7 in. wide, and 1½ in. thick. This slab must in all cases be the full length and width of the pile.

5. The slab for forming the bottom flange to be of the same quality of iron as the top slab, but worked in a different manner, so as to produce a strong tough fibrous iron. This slab to be ½ inch thick, and the full length and width of the pile.

6. The intermediate bars are to be made of the best mine iron No. 1, as shall produce a good, strong, tough, fibrous iron of the best quality for the purpose, not exceeding 1½ in. in thickness, and of such widths as to properly break joints.

7. This pile, 7 in. by 8 in. (seven by eight) is to be heated to a welding heat, and rolled into a bloom about 5½ inches square, which is to be reheated to a welding heat, and rolled into a finished rail.

8. If preferred by the contractor the rails may be made without piling, that is to say of an uniform quality of iron throughout. In this case the iron used will have to be of such a quality as will produce a good, strong, hard, tough, and fibrous iron of the best quality for the purpose, say a mixture of No. 1 and 3 mine iron. The bloom to be of the same dimensions as the piled one, and to be reheated and reworked three times before being rolled into a rail.

9. The rails are to have two holes punched at each end for fishing, the exact position and size of which are shown on drawing. Any variation therefrom, exceeding ⅜ inch, will subject the rails to rejection.

10. Each rail is to be marked on the side with the maker's name, year, and month of manufacture.

11. The contractor will not be permitted under any circumstances to sublet any portion of the contract, or to make the rails at any other works than his own without first obtaining the written consent of the Superintending Engineer.

CONDITIONS.

12. Before commencing to roll the rails samples of the quality of the iron the contractor proposes and will guarantee to use, must be sent to the Superintending Engineer, and his approval in writing obtained.

13. The rails are to be perfectly straight, of an uniform section throughout, and in strict accordance with the approved template; the ends sawn off true and square, free from roughness at the edges, and the straightening must be done without hammering.

14. The surface of the rails and the edges of the flanges must be free from cracks, burrs, or other defects; no patching or hammering will be allowed.

15. The holes for fishing must be without burrs, square through the rails, and exactly in accordance with the sizes and positions shown on drawings.

16. The rails must be subject to the inspection of the Superintending Engineer or his assistant during all the stages of manufacture. The bars for forming the pile will be rigidly tested in such manner as he shall decide, and certain finished rails shall be selected to be broken under varying conditions. The expense of these tests must be borne by the contractor, who, when requested, is to furnish labour to assist, and afford every facility for examination during the manufacture, testing, and inspection of the work.

17. The tests for each kind of rail will be the same, whether the rails are piled or not, and will be applied as follows:—The rails to be stacked in batches of one or two days' rolling, and kept separate and distinct, so that they may be readily identified by the Superintending Engineer or his assistant, who shall select from these batches certain rails, which shall be subjected to the following tests:—

- (a) The rail to be placed with the head upward, on two solidly-bedded iron supports, placed three feet apart in the clear, and to support in the centre, for a space of five minutes, a weight of 8 tons, without showing any permanent deflection after removal of the weight; the rail must then, under the same conditions, support a weight of 15 tons without fracture.
- (b) The rail to be then nicked round, and broken in the straightening press, with the head downwards. The fracture thus obtained must, if the rails are piled, show a fine, granular, homogeneous texture in the head, down to the shoulder. The head and flange must exhibit a clean, fibrous fracture, and there must not be any signs of imperfect welding or any other defects. If the rails are not piled, the fracture must show a fine uniform clean fibrous texture throughout.
- (c) One of the two portions of the rail to be then laid with the head upwards on the iron supports 3 feet apart in the clear, and fixed on solid foundation, then subjected to one blow of an iron weight $7\frac{1}{2}$ cwt. falling from a height of 9 feet. The rail must not show any signs of fracture after this test.

18. If the results of the test do not show compliance with the abovenamed requirements the Inspector shall make further tests, and if more than 10 (ten) per cent. of the rails tested do not stand the prescribed tests the whole of the batch of rails from which the rails have been taken for testing shall be subject to rejection.

19. The inspection as regards sections, length, punching for fish-bolts, and general finish of the rail will be most strict.

20. The rails approved are to be stamped at the two ends, in the presence of the Superintending Engineer or his assistant; the stamp to be in the possession of the Superintending Engineer or his assistant when not used.

FISH-PLATES.

1. The fish-plates are to be of wrought iron of the best and strongest quality of No. 3 (three) iron, which shall have been so piled and rolled as to produce the soundest and best bars for the purpose.

2. The plates are to be rolled uniformly and accurately, of the dimensions and to the section shown on the drawing herewith, and according to templates to be submitted to the Superintending Engineer, and approved by him previous to commencing to manufacture; they are to be sawn off square at the ends, and are to be perfectly true and fair in surface after cutting and punching, without any burr on the edges.

3. Each fish-plate is to have four holes punched in it; these holes must correspond exactly with the form, size, and positions shown on the drawing, and must truly answer to the gauges, which must be submitted to the Superintending Engineer for his approval previous to commencing manufacture.

4. The fish-plates are to weigh about 12 (twelve) lbs. per pair; the exact weight of the plates to be carefully ascertained from those first rolled, true to template and specified dimensions, and this weight must be adhered to as closely as possible.

FASTENINGS.

1. The fastenings are shown on drawing herewith, and are to be manufactured in exact accordance thereto. They are to be made from the finest quality of close fibrous iron; the bars from which the fastenings are made will be tested by bending, when cold, to an angle of 45 (forty-five) degrees out of straight line; they are then to be re-straightened; if after this test they should show any signs of fracture they will be rejected.

2. The fish-bolts are to have capped heads forged out of the solid; they are to be formed at the neck, as shown, to prevent them from turning round while being screwed up.

3. They are to be $\frac{3}{4}$ (three quarters) of an inch in diameter, and all bolts which vary more than $\frac{1}{32}$ (one thirty-second) part of an inch from this specified diameter will be rejected. The manufacturer must provide himself with some of the approved fish-plates, and daily try the bolts to see that they fit properly in the plates; the screwed portion of the bolts to be of the exact length shown; the thread to be of "Whitworth's" standard gauge.

4. The spikes or dogs are to have the heads forged out of the solid, and of the exact form and dimensions shown in the drawing.

5. Samples of each of the different fastenings to be submitted to the Superintending Engineer for his approval as soon as possible after the acceptance of the tender, so that if any alterations are necessary they may be made before the manufacture of the bulk is commenced.

6. The weight of each of these fastenings will be as under, viz.:—

Fish-bolts, about 89 lbs. each.

Dog-spikes, about 54 lbs. each.

The exact weight will be carefully ascertained from those first manufactured true to given dimensions, and these must be established as a standard, which must be adhered to as closely as possible.

GENERAL CONDITIONS.

1. The contract is to be executed under the direction and to the entire satisfaction of the Superintending Engineer, who will himself, or his assistant, examine and thoroughly test the material, reserving to himself the power of rejecting all materials which have not fulfilled the requirements of this specification. The manufacturer must also give every facility and labour for such inspection and testing.

2. The decision of the Superintending Engineer as to the quality of materials, workmanship, and general compliance with this specification shall be final. 3.

3. No advantage shall be taken of any omission in this specification or in the drawing of any particular work which may be necessary to make the materials complete, the intention of this contract being that the whole shall be carried out in a satisfactory manner notwithstanding any omission which may have been made of matters obviously necessary for the proper completion of the contract.

4. Should a dispute of any kind whatsoever arise out of this contract, the matter shall be determined in the manner set forth in the Railway Act, 22 Victoria No. 19, in regard to disputed land claims.

5. Should the contractor fail to deliver the materials as specified on the dates named in this specification, he shall forfeit and pay to the Commissioner for Railways the sum of £50 sterling per week or for every part of a week that shall elapse after such specified time until their delivery, such sum or sums may be deducted from any money payable under this or any other contract. No certificate will be given after the date specified for the completion of the contract until the whole of the work shall have been properly completed to the entire satisfaction of the Superintending Engineer.

6. The contractor will be required to provide two approved persons to enter as sureties, with himself, into a bond to the Commissioner for Railways in the penal sum of £300 sterling, for the proper performance and completion of the contract; the names of the persons proposed by him as sureties must be stated in his tender, the Commissioner for Railways reserving to himself the power of rejecting such proposed sureties should he deem it advisable to do so.

Payments.

7. Payments will be made once in every month (unless same shall become not payable by reason of anything contained in these conditions) up to the date specified for the completion of the contract, on the certificate of the Superintending Engineer, as the work proceeds, in the proportion of 90 per cent. of the value of the work satisfactorily executed, and the remaining 10 per cent. will be paid after the Superintending Engineer has certified that the whole of the work has been completed to his entire satisfaction. And it is expressly declared that the obtaining of a certificate from the Superintending Engineer that the work done by the contractor has been satisfactorily executed or completed to his satisfaction shall be a condition precedent to the contractor having any right or cause of action or claim to the payments from time to time to be made hereafter, as well as to the final payment upon the whole of the work being finished.

Sydney, 9th day of April, 1880.

E. GJEDSTED,
Engineer.

APPENDIX C.

BOND.

Know all men by these presents that we, Enoch Hughes, of Eskbank, in the Colony of New South Wales, contractor, John Sutherland, of Sydney, in the Colony aforesaid, Esquire, and Robert Kelly, of Newtown Road, in the Colony aforesaid, householder, are jointly and severally held and firmly bound unto the Commissioner for Railways, a Corporation Sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same*," in the penal sum of £300 sterling, to be paid to the Commissioner for Railways aforesaid and his successors, for which payment, well and truly to be made, we bind ourselves and each of us, our and each and every one of our heirs, executors, and administrators, jointly and severally, firmly by these presents. Sealed with our seals, dated the 30th day of June, in the year of our Lord 1880.

WHEREAS the above-bounded Enoch Hughes made the tender hereunto annexed under the terms and conditions of a Notice, dated the 8th day of April now last past, and published in the New South Wales Government Gazette of the 13th day of April last (of which notice a copy, signed by the said Enoch Hughes, John Sutherland, and Robert Kelly, is also hereunto annexed), to find and provide all the labour, tools, implements, material, and every other thing requisite and necessary for, and do and perform all the works required in and about the manufacture, completion, supply, and delivery of 250 tons rails, 10½ tons fish-plates, 8 tons 8 cwt. fish-bolts, and 6 tons 18 cwt. dog-spikes, in accordance in all things with the terms and stipulations of the specification, conditions, and general conditions hereunto annexed and marked "A," and the plan or drawing relating thereto in the office of the Superintending Engineer and marked "No. 1," at or for the rates or prices mentioned and set out in the said tender, and to supply and deliver the said various articles or materials at the Tramway Yard, Belmore Gardens, at the dates or times mentioned and provided in the said specification. And whereas the above-bounded John Sutherland and Robert Kelly have severally offered to become and be bound to the Commissioner for Railways aforesaid and his successors for the due performance and fulfilment of the said tender within the time mentioned in that behalf, according to the terms and conditions of the said Notice: And whereas the said tender has been fully accepted by the Commissioner for Railways aforesaid, on condition that this bond should be entered into by them the said Enoch Hughes, John Sutherland, and Robert Kelly. Now the condition of the above written bond and obligation is such, that if the said Enoch Hughes do and shall well and truly perform and fulfil the said tender, and the contract arising out of such tender, and the acceptance thereof as aforesaid, and all and every the terms, conditions, and stipulations thereof within the time hereinbefore in that behalf mentioned, then this obligation will be void and of none effect; otherwise to remain in full force and virtue.

Signed, sealed, and delivered by the abovenamed Enoch Hughes, in the presence of,—

M. S. HARTE.

JOHN SUTHERLAND.

Signed, sealed, and delivered by the abovenamed John Sutherland, in the presence of,—

M. S. HARTE.

ROBERT KELLY.

Signed, sealed, and delivered by the abovenamed Robert Kelly, in the presence of,—

M. S. HARTE.

Government

Government Tramways.

Department of Public Works, Railway Branch, Sydney, 8 April, 1880.

TENDERS will be received at this Office until 11 o'clock a.m. on Tuesday, the 20th April, 1880, for the supply of the following permanent-way materials for the Government Tramways, viz. :—

250 tons rails
10½ tons fish-plates
3 tons 8 cwt. fish-bolts.
6 tons 18 cwt. dog-spikes.

Plans, specification, and form of tender may be seen and further particulars obtained at the office of the Superintending Engineer, Elizabeth-street, Sydney.

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

CHAS. A. GOODCHAP,

Commissioner for Railways.

ENOCH HUGHES.
JOHN SUTHERLAND.
ROBERT KELLY.

Witness to signatures—M. S. HARTE.

APPENDIX D.

TENDER FOR 700 TONS TRAM RAILS.

To the Commissioner for Railways,

I HEREBY tender to supply 700 tons of tram rails according to plan and specification, for the sum of eleven pounds five shillings per ton (£11 5s.) per ton.

I also tender to supply 28 tons 10 cwt., of fastenings for the sum of thirty-two pounds per ton. (£32 per ton.)

Sureties :—

John Sutherland, Sydney.
Robt. Kelly, Newtown.

ENOCH HUGHES,
Eskbank Iron Works.

This is the tender referred to in our annexed bond to the Commissioner for Railways, dated the 18th day of September, A.D. 1880.

Witness—M. S. HARTE.

ENOCH HUGHES,
JOHN SUTHERLAND,
ROBERT KELLY.

APPENDIX E.

“A.”

GOVERNMENT TRAMWAYS OF NEW SOUTH WALES.

PERMANENT-WAY MATERIALS. CONTRACT NO.

SPECIFICATION for the manufacture and supply of Permanent-way Materials, to be delivered at the Tramway Yard, Belmore Gardens, Sydney.

1. This contract comprises the manufacture of the following Permanent-way materials for the Government Tramways, viz. :—

700 tons grooved central-webbed rails,
28 „ 10 cwt. fastenings,

together with the finding of all tools, implements, and labour requisite for the full and proper completion of the contract to the entire satisfaction of the Superintending Engineer.

2. The drawings accompanying this specification, and which is hereafter referred to as drawings No. 1, show the designs, arrangements, and details of the work to be executed.

3. The whole of the workmanship and materials used under this contract to be of the best description and quality of their respective kinds. The whole of the work must be executed according to the forms and dimensions shown on the drawings and described in this specification.

4. All the dimensions given are net measurements of the finished work, and must be strictly adhered to.

5. The different materials specified under this contract must be supplied at the following dates as under :—

25	per cent.	of each kind	within (4) four weeks	after date of acceptance	of tender.
25	„	„	on or before	17th August,	1880.
25	„	„	„	31st „	„
25	„	„	„	14th September,	1880.

RAILS.

1. The section of the rail is shown on drawing No. 1.

The weight of the rail to be (82) eighty-two pounds per lineal yard. Before commencing to roll, the contractor must make template according to the drawing, which must be approved of in writing by the Superintending Engineer; no rail weighing more than (1) one per cent. lighter than the weight specified will be received, nor will any allowance be made for any excess of weight beyond (1) one per cent. above that specified. Within these limits the rails will be paid for by their actual weight.

2. The lengths of the rails to be as under, viz. :—

90 per cent. 21 (twenty-one) feet long.
10 „ 18 (eighteen) „

No deviation from these lengths will be allowed.

3. The piles from which these rails are to be made must be built up in such manner as will give the strongest and best sections of rails. They are to be not less than 9 inches by 10 inches, and of such a length as will make it weigh at least (25) twenty-five per cent. more than the finished rail, or such other length as may be necessary to have a sufficient extra quantity of iron to secure perfect soundness at the ends of the rails.

4. The slab for forming the head of the rail to be made of the best mine iron No. 2 or 3, specially selected for hardness or toughness, and made into a bloom thoroughly and closely worked together on all sides under the hammer, then reheated to a welding heat, and rolled into a bar 9 inches wide and 2 inches thick. This slab must in all cases be the full length and width of the pile.

5. If a horizontal bottom slab is used for any of the piles, such slab must not be less than 1½ inch thick, and the full length and width of the pile.

6. The remaining bars are to be made of the best mine iron No. 1, as shall produce a good, strong, tough, fibrous iron of the best quality for the purpose, not exceeding ¾ inch in thickness, and of such widths as to properly break joints.

7. This pile, 9 inches by 10 inches is to be heated to a welding heat and rolled into a bloom about 7 inches square, which is to be reheated to a welding heat, and rolled into a finished rail.

8. If preferred by the contractor the rails may be made of an uniform quality of iron throughout. In this case the iron used will have to be of such quality as will produce a good strong, hard, tough, and fibrous iron of the best quality for the purpose, say a mixture of Nos. 1 and 3 mine iron. The pile or bloom to be of the same dimensions as specified in clauses Nos. 3 and 7, and to be reheated and reworked three times before being rolled into a rail.

9. The rails are to have holes punched in the web for fastening them to the chairs, the exact position and size of which are shown on drawing No. 1, which must be strictly adhered to. Any variation therefrom will subject the rails to rejection.

10. Each rail is to be marked on the side with the maker's name and year of manufacture.

11. The contractor will not be permitted under any circumstances to sublet any portion of the contract, or to make the rails at any other works than his own without first obtaining the written consent of the Superintending Engineer.

12. Before commencing to roll the rails samples of the quality of the iron the contractor proposes and will guarantee to use, together with a tracing showing the mode of piling he intends to use, must be sent to the Superintending Engineer, and his approval in writing obtained.

13. The rails are to be perfectly straight, of an uniform section throughout, and in strict accordance with the approved template; the ends sawn off true and square, free from roughness at the edges, and the straightening must be done without hammering.

14. The surface of the rails and edges of the flanges must be free from cracks, burrs, or other defects; no patching or hammering will be allowed.

15. All the holes must be without burrs, square through the rails, and exactly in accordance with the sizes and positions shown on drawings.

16. The rails must be subject to the inspection of the Superintending Engineer or his assistant during all the stages of manufacture. The bars for forming the pile will be rigidly tested in such manner as he shall decide, and certain finished rails shall be selected to be broken under varying conditions. The expense of these tests must be borne by the contractor, who, when requested, is to furnish labour to assist, and afford every facility for examination during the manufacture, testing, and inspection of the work.

17. The tests for the rails will be the same, whether they are made of an uniform quality of iron or not, and will be applied as follows:—The rails to be stacked in batches of one or two days' rolling, and kept separate and distinct, so that they may be readily identified by the Superintending Engineer or his assistant, who shall select from these batches certain rails, which shall be subjected to the following tests:—

(a) The rail to be placed with the head upwards, on two solidly-bedded iron supports, shaped to receive the rail, and placed 3 feet apart in the clear, and to support in the centre, for a space of five minutes, a weight of 8 tons, without showing any permanent deflection after removal of the weight; the rail must then, under the same condition, support a weight of 15 tons without fracture.

(b) The rail to be then nicked round, and broken in the straightening press, with the head downwards. The fracture thus obtained must, if the rails are piled of different qualities of iron, show a fine, granular, homogeneous texture, about ½ inch down from top of the head. The remainder of the head and web must exhibit a clean fibrous fracture, and there must not be any signs of imperfect welding or any other defects. If the rails are not piled of different qualities of iron the fracture must show a fine uniform clean fibrous texture throughout.

(c) One of the two portions of the rail to be then laid with the head upwards on the iron supports used in test "a," placed 3 feet apart in the clear, and fixed on solid foundation, then subjected to one blow of an iron weight 7½ cwt., falling from a height of 9 feet. The rail must not show any signs of fracture after this test.

18. If the results of the test do not show compliance with the abovenamed requirements the Inspector shall make further tests, and if more than 10 (ten) per cent. of the rails tested do not stand the prescribed tests the whole of the batch of rails from which the rails have been taken for testing shall be subject to rejection.

19. The inspection as regards sections, length, punching, and drilling of holes, and general finish of the rails will be most strict.

20. The rails approved are to be stamped at the two ends, in the presence of the Superintending Engineer or his assistant; the stamp to be in the possession of the Superintending Engineer or his assistant when not used.

FASTENINGS AND FISH-PLATES.

1. The fastenings are shown on drawing No. 1, and will be classified as under, viz.:—

Fastenings or cotters.
Wood-screws.

They are all to be made from the finest quality of close fibrous iron; the bars from which they are made will be tested by bending, when cold, to an angle of (45) forty-five degrees out of straight line; they are then to be re-straightened; if after this test they should show any signs of fracture they will be rejected.

2. Each fastening consists of a round tapered cotter pin, and a flat check cotter, as shown. They are to be made exactly to the forms and dimensions shown, no deviation from which will be allowed, and the contractor must daily try them to the approved rails and chairs to see that they fit properly in their place.

3. The wood-screws are to be made to the form and dimensions shown, not varying more than ($\frac{1}{32}$) one thirty-second part of an inch therefrom, and must fit properly in the chairs; the screwed portion to be cut to the standard thread for wood-screws, and tapered as shown.

4. Samples of each of the different fastenings to be submitted to the Superintending Engineer for his approval as soon as possible after the acceptance of the tender, so that if any alterations are necessary they may be made before the manufacture of the bulk is commenced.

5. The weight of each of these fastenings will be as under, viz. :—

Cotter-pins, about '68 lbs. each.
Check cotter for do., about '06 lbs. each.
Wood-screws, about 1'08 lbs. each.

The exact weight will be carefully ascertained from those first manufactured true to given dimensions, and these must be established as a standard, which must be adhered to as closely as possible.

6. The quantity required of each of the different kinds of fastenings will be as under :—

Cotter pins and cotters...	7 tons 4 cwt.
Wood-screws	4 ,, 6 ,,
Total	28 ,, 10 ,,

GENERAL CONDITIONS.

1. The contract is to be executed under the direction and to the entire satisfaction of the Superintending Engineer, who will himself, or by his assistant, examine and thoroughly test the material, reserving to himself the power of rejecting all materials which have not fulfilled the requirements of this specification. The manufacturer must also give every facility and labour for such inspection and testing.

2. The decision of the Superintending Engineer as to the quality of materials, workmanship, and general compliance with this specification shall be final.

3. No advantage shall be taken of any omissions in this specification or in the drawing of any particular work which may be necessary to make the materials complete, the intention of this contract being that the whole shall be carried out in a satisfactory manner, notwithstanding any omission which may have been made of matters obviously necessary for the proper completion of the contract.

4. Should a dispute of any kind whatsoever arise out of this contract, the matter shall be determined in the manner set forth in the Railway Act, 22 Victoria No. 19, in regard to disputed land claims.

5. Should the contractor fail to deliver the materials as specified on the dates named in this specification, he shall forfeit and pay to the Commissioner for Railways the sum of £30 sterling per week, or for every part of a week that shall elapse after such specified time until their delivery, such sum or sums may be deducted from any money payable under this or any other contract. No certificate will be given after the date specified for the completion of the contract until the whole of the work shall have been properly completed to the entire satisfaction of the Superintending Engineer.

6. The contractor will be required to provide two approved persons to enter as sureties, with himself, into a bond to the Commissioner for Railways in the penal sum of £850 sterling, for the proper performance and completion of the contract; the names of the persons proposed by him as sureties must be stated in his tender, the Commissioner for Railways reserving to himself the power of rejecting such proposed sureties should he deem it advisable to do so.

Payments.

7. Payments will be made once in every month (unless same shall become not payable by reason of anything contained in these conditions) up to the date specified for the completion of the contract, on the certificate of the Superintending Engineer, as the work proceeds, in the proportion of 90 per cent. of the value of the work satisfactorily executed, and the remaining 10 per cent. will be paid after the Superintending Engineer has certified that the whole of the work has been completed to his entire satisfaction. And it is expressly declared that the obtaining of a certificate from the Superintending Engineer that the work done by the contractor has been satisfactorily executed or completed to his satisfaction, shall be a condition precedent to the contractor having any right or cause of action or claim to the payments from time to time to be made hereafter, as well as to the final payment upon the whole of the work being finished.

E. GJEDSTED,
Engineer.

Sydney, the 25th day of June, 1880.

This is the specification and general conditions, marked A, referred to in our annexed bond to the Commissioner for Railways, dated 18th September, 1880.

ENOCH HUGHES,
JOHN SUTHERLAND,
ROBERT KELLY.

Witness—M. S. HARTE.

APPENDIX F.

Know all men by these Presents, that we, Enoch Hughes, of Eskbank, in the Colony of New South Wales, contractor, John Sutherland, of Sydney, in the Colony aforesaid, Esquire, and Robert Kelly, of Newtown, in the Colony aforesaid, Esquire, are jointly and severally held and firmly bound unto the Commissioner for Railways, a Corporation Sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same,*" in the penal sum of £850 sterling, to be paid to the Commissioner for Railways aforesaid and his Successors, for which payment, well and truly to be made, we bind ourselves, and each of us, our and each and every of our heirs, executors, and administrators, jointly and severally, firmly by these presents. Sealed with our seals, dated the 18th day of September, in the year of our Lord 1880.

WHEREAS the above-bounden Enoch Hughes made the tender hereunto annexed, under the terms and conditions of a notice dated the 25th day of June now last past, and published in the New South Wales

Government Gazette of the 29th day of June now last past (of which notice a copy, signed by the said Enoch Hughes, John Sutherland, and Robert Kelly is also hereunto annexed), to find and provide all the materials, labour, tools, implements, and every other thing requisite and necessary for and do and perform the various works required in and about the manufacture, supply, and delivery of the following permanent-way materials for the Government tramways; that is to say, 700 tons of grooved central-webbed rails, and 28 tons and 10 cwt. of fastenings, in accordance in all things with the specification and general conditions hereunto annexed and marked "A," and with the plan or drawing relating thereto in the office of the Superintending-Engineer, marked No. 1, to supply the said rails at or for the rate or price of £11 5s. per ton, and the said fastenings at or for the rate or price of £32 per ton. And to deliver the whole of the said rails and fastenings complete at the Tramway Yard, Belmore Gardens, Sydney, at the times or dates specified and set out in the said specification. And whereas the above-bounden John Sutherland and Robert Kelly have severally offered to become and be bound to the Commissioner for Railways aforesaid and his Successors, for the due performance and fulfilment of the said tender within the time mentioned in that behalf, according to the terms and conditions of the said notice. And whereas the said tender has been duly accepted by the Commissioner for Railways aforesaid, on condition that this Bond should be entered into by them the said Enoch Hughes, John Sutherland, and Robert Kelly. Now the condition of the above written bond and obligation is such, that if the said Enoch Hughes do and shall well and truly perform and fulfil the said tender, and the contract arising out of such tender, and the acceptance thereof as aforesaid, and all and every the terms, conditions, and stipulations thereof, within the time hereinbefore in that behalf mentioned, then this obligation will be void and of none effect; otherwise to remain in full force and virtue.

ENOCH HUGHES.

Signed, sealed, and delivered, by the abovenamed Enoch Hughes, in the presence of,—

M. S. HARTE.

JOHN SUTHERLAND.

Signed, sealed, and delivered, by the abovenamed John Sutherland, in the presence of,—

M. S. HARTE.

ROBERT KELLY.

Signed, sealed, and delivered, by the abovenamed Robert Kelly, in the presence of,—

M. S. HARTE.

Department of Public Works, Railway Branch, Sydney, 25 June, 1880.

To Iron Founders and others.

TENDERS will be received at this office, until 11 o'clock on Tuesday, the 6th July, from persons willing to contract for the supply of the following permanent-way material for the Government Tramways, viz. :—

700 tons rails.

28 tons 10 cwt. of fastenings.

Contractors may tender for the supply of the whole of the abovenamed material or for the cast-iron only.

Plans, specification, and form of tender may be seen, and further particulars obtained, at the office of the Engineer for Tramways, Sydney.

Tenders are to be endorsed "*Tender for the supply of permanent-way material for Government Tramways, Contract No. 3.*"

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

Witness—

CHAS. A. GOODCHAP,

Commissioner for Railways.

ENOCH HUGHES.

JOHN SUTHERLAND:

ROBERT KELLY.

APPENDIX G.

Tender for Permanent-way Material for Government Tramways.

I HEREBY tender to supply the undermentioned material for Government tramways according to plan and specification :—

370 tons central-webbed rails, at £11 5s. per ton.

5 " side " " at £11 5s. " "

18 " fastenings and fish-plates, at £20 5s. per ton.

168½ " cast-iron chairs, at £14 10s. per ton.

6 " brackets, at £14 10s. per ton.

Sureties—John Sutherland, Sydney; Robert Kelly, Newtown.

ENOCH HUGHES,

Eskbank Iron Works, Lithgow.

17 May, 1880.

This is the tender referred to in our annexed bond to the Commissioner for Railways, dated the thirtieth day of June, 1880.

ENOCH HUGHES.

JOHN SUTHERLAND.

ROBERT KELLY.

Witness—M. S. HARTE.

APPENDIX H.

"A."

GOVERNMENT TRAMWAYS OF NEW SOUTH WALES.

PERMANENT-WAY MATERIALS. CONTRACT No.

SPECIFICATION for the manufacture and supply of Permanent-way materials, to be delivered at the Tramway Yard, Belmore Gardens, Sydney.

1. This contract comprises the manufacture of the following Permanent-way Materials for the Government Tramways, viz. :—

370 tons grooved central-webbed rails,

50 " side-webbed rails,

18 " 13 cwt. fastenings and fish-plates,

together

together with the finding of all tools, implements, and labour requisite for the full and proper completion of the contract to the entire satisfaction of the Superintending Engineer.

2. The drawings accompanying this specification, and which is hereafter referred to as drawings Nos. 1 to 5, show the designs, arrangements, and details of the work to be executed.

3. The whole of the workmanship and materials used under this contract to be of the best description and quality of their respective kinds. The whole of the work must be executed according to the forms and dimensions shown on the drawings and described in this specification.

4. All the dimensions given are net measurements of the finished work, and must be strictly adhered to.

5. The different materials specified under this contract must be supplied at the following dates, as under:—

25	per cent.	of each kind	within four weeks	after date of acceptance	of tender.
25	"	"	on or before	1st July,	1880.
50	"	"	"	15th July,	1880.

RAILS.

1. The section of the rails are shown on drawings Nos. 1 and 3. The weight of the central-web rail to be (82) eighty-two pounds per lineal yard, and of the side-web rail (75) seventy-five pounds per lineal yard. Before commencing to roll, the contractor must make templates according to the drawings, which must be approved of in writing by the Superintending Engineer; no rail weighing more than (1) one per cent. lighter than the weight specified will be received, nor will any allowance be made for any excess of weight beyond (1) one per cent. above that specified. Within these limits the rails will be paid for by their actual weight.

2. The lengths of the rails to be as under, viz. :—

90	per cent.	of each kind	...	...	...	...	...	...	21 feet long.
10	"	"	...	...	...	...	...	...	18 "

No deviation from these lengths will be allowed.

3. The piles from which these rails are to be made must be built up in such manner as will give the strongest and best section of rails. They are to be not less than 9 inches by 10 inches, and of such a length as will make it weigh at least (25) twenty-five per cent. more than the finished rail, or such other length as may be necessary to have a sufficient extra quantity of iron to secure perfect soundness at the ends of the rails.

4. The slab for forming the head of the rail to be made of the best mine iron No. 2 or 3 specially selected for hardness and toughness, and made into a bloom thoroughly and closely worked together on all sides under the hammer, then reheated to a welding heat, and rolled into a bar 9 inches wide and 2 inches thick. This slab must in all cases be the full length and width of the pile.

5. If a horizontal bottom slab is used for any of the piles, such slab must not be less than $1\frac{1}{2}$ inch thick, and the full length and width of the pile.

6. The remaining bars are to be made of the best mine iron No. 1 as shall produce a good, strong, tough, fibrous iron of the best quality for the purpose, not exceeding $\frac{3}{4}$ inch in thickness, and of such widths as to properly break joints.

7. This pile, 9 inches by 10 inches, to be heated to a welding heat and rolled into a bloom about 7 inches square, which is to be reheated to a welding heat, and rolled into a finished rail.

8. If preferred by the contractor the rails may be made of an uniform quality of iron throughout. In this case the iron used will have to be of such a quality as will produce a good strong, hard, tough, and fibrous iron of the best quality for the purpose, say a mixture of No. 1 and 3 mine iron. The pile or bloom to be of the same dimensions as specified in clauses Nos. 3 and 7, and to be reheated and reworked three times before being rolled into a rail.

9. The central-webbed rails are to have holes punched in the web for fastening to the chairs, the exact position and size of which are shown on drawing No. , which must be strictly adhered to. Any variation therefrom will subject the rails to rejection.

10. The side-webbed rails are to have holes drilled in the webs for the dog fastenings, also vertical holes at the ends through the groove for fish-bolts, the exact position and size of which are shown on drawing No. 3. Any variation therefrom exceeding ($\frac{1}{32}$) one thirty-second part of an inch will subject the rails to rejection.

11. Each rail is to be marked on the side with the maker's name, year, and month of manufacture.

12. The contractor will not be permitted under any circumstances to sublet any portion of the contract, or to make the rails at any other works than his own without first obtaining the written consent of the Superintending Engineer.

13. Before commencing to roll the rails samples of the quality of the iron the contractor proposes and will guarantee to use, together with a tracing showing the mode of piling he intends to use, must be sent to the Superintending Engineer, and his approval in writing obtained.

14. The rails are to be perfectly straight, of an uniform section throughout, and in strict accordance with the approved template; the ends sawn off true and square, free from roughness at the edges, and the straightening must be done without hammering.

15. The surface of the rails and the edges of the flanges must be free from cracks, burrs, or other defects; no patching or hammering will be allowed.

16. All the holes must be without burrs, square through the rails, and exactly in accordance with the sizes and positions shown on drawings.

17. The rails must be subject to the inspection of the Superintending Engineer or his assistant during all the stages of manufacture. The bars for forming the pile will be rigidly tested in such manner as he shall decide, and certain finished rails shall be selected to be broken under varying conditions. The expense of these tests must be borne by the contractor, who, when requested, is to furnish labour to assist, and afford every facility for examination during the manufacture, testing, and inspection of the work.

18. The tests for each kind of rail will be the same, whether they are made of an uniform quality of iron or not, and will be applied as follows :—The rails to be stacked in batches of one or two days' rolling, and kept separate and distinct, so that they may be readily identified by the Superintending Engineer or his assistant, who shall select from these batches certain rails, which shall be subjected to the following tests :—

(a)

- (a) The rail to be placed with the head upwards, on two solidly-bedded iron supports, shaped to receive the rail, and for either kind placed three feet apart in the clear, and to support in the centre, for a space of five minutes, a weight of side-webbed rails 6 tons, and central webbed rails 8 tons without showing any permanent deflection after removal of the weight: the rail must then, under the same conditions, support a weight of side-webbed rails 10 tons, and central-webbed rails 15 tons without fracture.
- (b) The rail to be then nicked round, and broken in the straightening press, with the head downwards. The fracture thus obtained must, if the rails are piled of different qualities of iron, show a fine, granular, homogeneous texture, about $\frac{1}{2}$ an inch down from top of the head. The remainder of the head and the web must exhibit a clean, fibrous fracture, and there must not be any signs of imperfect welding or any other defects. If the rails are not piled of different qualities of iron the fracture must show a fine uniform clean fibrous texture throughout.
- (c) One of the two portions of the rail to be then laid with the head upwards on the iron supports used in test "a," for either kind, placed 3 feet apart in the clear, and fixed on the solid foundation, then subjected to one blow of an iron weight of side-webbed rails 6 cwt., and central-webbed rails $7\frac{1}{2}$ cwt. falling from a height of 9 feet. The rails must not show any signs of fracture after this test.

19. If the results of the test do not show compliance with the abovenamed requirements the Inspector shall make further tests, and if more than 10 (ten) per cent. of the rails tested do not stand the prescribed tests the whole of the batch of rails from which the rails have been taken for testing shall be subject to rejection.

20. The inspection as regards sections, length, punching, and drilling of holes, and general finish of the rails will be most strict.

21. The rails approved are to be stamped at the two ends, in the presence of the Superintending Engineer or his assistant; the stamp to be in the possession of the Superintending Engineer or his assistant when not used.

FASTENINGS AND FISH-PLATES.

1. The fastenings are shown on drawings 2, 3, 4, and 5, and will be classified as under, viz. :—
 Fastenings or cotters for central-webbed rails.
 Fish-bolts and nuts „ side „
 Fish-bolts and cotters „ „ „
 Wood-screws.
 Bracket-spikes.

They are all to be made from the finest quality of close fibrous iron; the bars from which they are made will be tested by bending, when cold, to an angle of (45) forty-five degrees out of straight line; they are then to be re-straightened; if after this test they should show any signs of fracture, they will be rejected.

2. The fastenings for central webbed rails are shown on drawing No. 2. Each fastening consists of a round tapered cotter pin, and a flat cheek cotter, as shown. They are to be made exactly to the forms and dimensions shown, no deviation from which will be allowed, and the contractor must daily try them to the approved rails and chairs to see that they fit properly in their place.

3. The dog-fastenings are shown on drawing No. 3. They are to be forged out of one piece of iron, true to the given forms and dimensions, and to be jagged as shown. No deviation from the given forms and dimensions will be allowed, and they must be tried daily to see that they fit properly in the holes in the rails.

4. The fish-bolts are shown on drawings Nos. 3 and 4, and they are to be made exactly to the forms and dimensions shown, no deviation from which will be allowed. They are daily to be tried to the rails and chairs to see that they fit properly in their place. The nuts and threads of the screwed bolts to be made to "Whitworth's" standard.

5. The wood-screws are shown on drawing No. 2. They are to be made to the form and dimensions shown, not varying more than ($\frac{1}{32}$) one thirty-second part of an inch therefrom, and must fit properly in the chairs; the screwed portion to be cut to the standard thread for wood-screws, and tapered, as shown.

6. The bracket-spikes are shown on drawing No. 5; to be made to the forms and sizes shown not varying more than ($\frac{1}{32}$) one thirty-second part of an inch therefrom, and must fit properly in the brackets.

7. The fish-plates are shown on drawing No. 3. They are to be made out of the best "Staffordshire iron," or equal quality, true to the given form and dimensions; the holes to be of the exact forms and positions shown, any variation from the given dimensions exceeding ($\frac{1}{32}$) one thirty-second part of an inch subjecting them to rejection. They are to be sawn off square at the ends, and to be perfectly true and fair in surface after cutting and punching, without any burr on the edges.

8. Samples of each of the different fastenings and fish-plates to be submitted to the Superintending Engineer for his approval as soon as possible after the acceptance of the tender, so that if any alterations are necessary they may be made before the manufacture of the bulk is commenced.

9. The weight of each of these fastenings and fish-plates will be as under, viz. :—

Cotter-pins, about .68 lbs. each.
 Check cotter for do., about .06 lbs. each.
 Dog-fastenings, about .69 lbs. each.
 Screw fish-bolts and nuts, about 1.5 lbs. each.
 Cotter do. and cotter, about .93 lbs. each.
 Wood-screws, about 1.08 lbs. each.
 Bracket-spikes, about .21 lbs. each.
 Fish-plates, about 4.3 lbs. each.

The exact weight will be carefully ascertained from those first manufactured true to given dimensions, and these must be established as a standard, which must be adhered to as closely as possible.

10. The quantity required of the different fastenings and fish-plates will be as under :—

	tons.	cwt.
Cotter-pins and cotters	4	0
Dog-fastenings	1	0
Screwed fish-bolts	0	12
Cotter do.	0	1
Wood-screws	11	12
Bracket-spikes	1	0
Fish-plates	0	8
	18	13

GENERAL CONDITIONS.

1. The contract is to be executed under the direction and to the entire satisfaction of the Superintending Engineer, who will himself, or his assistant, examine and thoroughly test the material, reserving to himself the power of rejecting all materials which have not fulfilled the requirements of this specification. The manufacturer must also give every facility and labour for such inspection and testing.

2. The decision of the Superintending Engineer as to the quality of the materials, workmanship, and general compliance with this specification shall be final.

3. No advantage shall be taken of any omissions in this specification or in the drawing of any particular work which may be necessary to make the materials complete, the intention of this contract being that the whole shall be carried out in a satisfactory manner notwithstanding any omission which may have been made of matters obviously necessary for the proper completion of the contract.

4. Should a dispute of any kind whatsoever arise out of this contract, the matter shall be determined in the manner set forth in the Railway Act, 22 Victoria No. 19, in regard to disputed land claims.

5. Should the contractor fail to deliver the materials as specified on the dates named in this specification, he shall forfeit and pay to the Commissioner for Railways the sum of £30 sterling per week or for every part of a week that shall elapse after such specified time until their delivery; such sum or sums may be deducted from any money payable under this or any other contract. No certificate will be given after the date specified for the completion of the contract until the whole of the work shall have been properly completed to the entire satisfaction of the Superintending Engineer.

6. The contractor will be required to provide two approved persons to enter as sureties, with himself, into a bond to the Commissioner for Railways in the penal sum of £500 sterling, for the proper performance and completion of the contract; the names of the persons proposed by him as sureties must be stated in his tender, the Commissioner for railways reserving to himself the power of rejecting such proposed sureties should he deem it advisable to do so.

Payments.

7. Payments will be made once in every month (unless same shall become not payable by reason of anything contained in these conditions) up to the date specified for the completion of the contract, on the certificate of the Superintending Engineer, as the work proceeds, in the proportion of 90 per cent. of the value of the work satisfactorily executed, and the remaining 10 per cent. will be paid after the Superintending Engineer has certified that the whole of the work has been completed to his entire satisfaction. And it is expressly declared that the obtaining of a certificate from the Superintending Engineer that the work done by the contractor has been satisfactorily executed or completed to his satisfaction shall be a condition precedent to the contractor having any right or cause of action or claim to the payments from time to time to be made hereafter, as well as to the final payment upon the whole of the work being finished.

Sydney, the day of May, 1880.

E. GJEDSTED,
Engineer.

NOTE.—Contractors tendering for the castings only will be required to provide a bond for the penal sum of pounds sterling.

The specification and general conditions, marked A, referred to in annexed bond to the Commissioner for Railways, dated 30 June, 1880.

ENOCH HUGHES,
JOHN SUTHERLAND,
ROBERT KELLY.

Witness—M. S. HARTE.

APPENDIX I.

BOND.

KNOW all men by these presents, that we, Enoch Hughes, of Eskbank, in the Colony of New South Wales, contractor, John Sutherland, of Sydney, in the Colony aforesaid, Esquire, and Robert Kelly, of Newtown Road, in the Colony aforesaid, householder, are jointly and severally held and firmly bound unto the Commissioner for Railways, a Corporation Sole created by the Act of Council passed in the twenty-second year of the reign of Her Majesty Queen Victoria, number nineteen, intituled "*An Act to make more effectual provision for the construction by the Government of Railways in the Colony of New South Wales and for the regulation of the same*," in the penal sum of five hundred pounds, sterling to be paid to the Commissioner for Railways aforesaid and his successors, for which payment, well and truly to be made, we bind ourselves, and each of us, our and each and every of our heirs, executors, and administrators, jointly and severally, firmly by these presents. Sealed with our seals, dated the 30th day of June in the year of our Lord 1880.

WHEREAS the above-bounden Enoch Hughes made the tender hereunto annexed, under the terms and conditions of a Notice dated the 11th day of May now last past, and published in the New South Wales Government Gazette of the 14th day of May last past (of which notice a copy, signed by the said Enoch Hughes, John Sutherland, and Robert Kelly, is also hereunto annexed), to find and provide all the labour, tools, implements, materials, and every other thing requisite and necessary for and do and perform all the works required in and about the manufacture, supply, completion, and delivery of 370 tons of grooved central-webbed rails, 50 tons of side-webbed rails, and 18 tons 13 cwt. of fastenings and fish-plates, in accordance in all things with the terms and stipulations of the specifications and general conditions hereunto

hereunto annexed and marked "A" and the plans or drawings relating thereto in the office of the Superintending Engineer and marked "No. 1," "No. 2," "No. 3," "No. 4," and "No. 5" respectively, at or for the rates or prices mentioned and set out in the said tender, and to supply and deliver the said various articles at the Tramway Yard, Belmore Gardens, Sydney aforesaid, at the dates or times mentioned and provided in the said specification. And whereas the above-bounded John Sutherland and Robert Kelly have severally offered to become and be bound to the Commissioner for Railways aforesaid and his successors, for the due performance and fulfilment of the said tender within the time mentioned in that behalf, according to the terms and conditions of the said Notice: And whereas the said tender has been duly accepted by the Commissioner for Railways aforesaid, on condition that this bond should be entered into by them the said Enoch Hughes, John Sutherland, and Robert Kelly. Now the condition of the above-written bond and obligation is such, that if the said Enoch Hughes do and shall well and truly perform and fulfil the said tender, and the contract arising out of such tender, and the acceptance thereof as aforesaid, and all and every the terms, conditions, and stipulations thereof, within the time hereinbefore in that behalf mentioned, then this obligation will be void and of none effect; otherwise to remain in full force and virtue.

ENOCH HUGHES.

Signed, sealed, and delivered by the abovenamed Enoch Hughes, in the presence of,—

M. S. HARTE.

JOHN SUTHERLAND.

Signed, sealed, and delivered by the abovenamed John Sutherland, in the presence of,—

M. S. HARTE.

ROBERT KELLY.

Signed, sealed, and delivered by the abovenamed Robert Kelly, in the presence of,—

M. S. HARTE.

Department of Public Works, Railway Branch, Sydney, 11 May, 1880.

TENDERS will be received at this Office until 11 o'clock on Tuesday, the 18th May, 1880, from persons willing to contract for the supply of the following permanent-way material for the Government Tramways, viz. :—

370 tons central-webbed rails.

50 „ side-webbed rails.

18 „ 13 cwt. fastenings and fish-plates.

Contractors may tender for the supply of the whole or abovenamed materials or for the cast-iron only.

Plan and specifications may be seen, and further particulars obtained, at the Office of the Superintending Engineer, Elizabeth-street, Sydney.

Tenders are to be endorsed, "*Tender for the supply of Permanent-way Materials for Government Tramways, Contract No. 2.*"

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

CHAS. A. GOODCHAP,

Commissioner for Railways.

ENOCH HUGHES.

JOHN SUTHERLAND.

ROBERT KELLY.

Witness to the signatures,—M. S. HARTE.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TRAMWAYS.

(PERSONS MAIMED AND KILLED, AND COMPENSATION PAID IN EACH CASE.)

Ordered by the Legislative Assembly to be printed, 2 September, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 19th July, 1881, That there be laid upon the Table of this House,—
“A Return of the number of persons maimed and killed by the Government Tramways, and the amount of compensation paid in each case.”

(Mr. Tarrant.)

RETURN of the number and nature of accidents to life and limb which have occurred on the Government Tramways from 28th September, 1879, to 15th August, 1881.

Date.	Name.	Servants of the Department.		Passengers.		Other than Passengers.		Amount of compensation paid.	Nature of Accident.
		Killed.	Injured.	Killed.	Injured.	Killed.	Injured.		
1880.									
March	20 John Plunkett .....	...	...	...	...	...	1	Nil.....	Arm crushed, crossing line in front of motor.
May	31 William Campbell .....	...	1	...	...	...	...	Nil.....	Injured through cart colliding with motor; no limbs broken.
April	24 Richard Richardson.....	...	...	...	...	1	...	Nil.....	Killed whilst walking on line.
June	6 William Davies (lad) ...	...	...	...	...	1	...	Nil.....	Killed running across line in front of motor.
„	15 John Duval .....	...	...	...	...	...	1	Nil.....	Thrown out of a cart; horse startled by tram; no limbs broken.
December	26 P. Mahoney .....	...	...	...	...	...	1	£250 awarded by jury of Supreme Court.	Thrown off cab which collided with motor; no limbs broken.
1881.									
January	24 Simeon Emery .....	...	...	...	...	1	...	Nil.....	Killed attempting to enter a car in motion.
February	2 Jay Ting .....	...	...	...	1	...	...	Nil.....	Leaving car in motion; slight injuries only.
„	21 John Fitzpatrick	1	...	...	...	...	...	Nil.....	Swept off footboard of car by an omnibus while collecting fares.
April	12 Thomas Curtis .....	...	...	...	1	...	...	Nil.....	Slight cut on hand. } Detached motor
„	„ Thomas Harvey .....	...	1	...	...	...	...	Nil.....	Leg broken. } colliding with
„	„ Mrs. Moore .....	...	...	...	1	...	...	Claim made, but not yet settled.	Face bruised. } passenger tram.
„	20 Name unknown .....	...	...	...	...	...	1	Nil.....	Struck by motor when crossing line; no limbs broken.
„	„ Martin Fahey .....	...	...	...	...	1	...	Nil.....	Killed walking on line.
May	8 John Fountain .....	...	1	...	...	...	...	Nil.....	Fell off top of car; no limbs broken.
„	14 Jane Newiore .....	...	...	...	1	...	...	Nil.....	Thrown down by motor when crossing line; no limbs broken.
July	9 Thomas Calliton .....	...	...	...	...	1	...	Nil.....	Killed crossing line.
August	10 The Hon. George Oakes	...	...	...	...	1	...	Nil.....	Thrown down by motor; died from the effects of the fall.
„	12 Samuel Schoomacher ...	...	...	...	...	1	...	Nil.....	Killed by horse falling on him; horse backed against tram.
		1	3	Nil.	4	7	4		

SUMMARY OF ACCIDENTS FOR 23 MONTHS, FROM SEPTEMBER, 1879, TO AUGUST, 1881.

Servants of the Department	1 killed, 3 injured.
Passengers	Nil „ 4 „
Other than passengers, from all causes...	7 „ 4 „

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

OXFORD-STREET TRAMWAY.

(PETITION AGAINST—PROPERTY-OWNERS, TRADESMEN, RESIDENTS OF OXFORD-ST., AND CITIZENS.)

Received by the Legislative Assembly, 8 July, 1881.

Legislative Assembly of New South Wales.

Oxford-street Tramway Petition. For its removal altogether, because of the present narrowness of the street, or otherwise the widening of the aforesaid street, for the reasons hereunder given :—

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned, Property-owners, Tradesmen, Residents of Oxford-street, and Citizens,—

RESPECTFULLY SHOWETH :—

That there will be only 11 feet available upon each side of the Tramway for the immense number of vehicles which pass through our street, averaging from 2,500 to 3,000 daily.

That such an overcrowded street is certain to be the scene of some terrible accidents, involving the loss of many valuable lives and maiming of limbs.

That the incessant thundering noise of heavy trains and screaming motors rushing by with terrific speed within such narrow limits renders conversation impossible, business has become a wearisome bore, and a fearful loss of time is now involved whilst waiting the passage of about 200 Railway Trains per day, and when this number is increased to 300 or more, existence in our street will be intolerable.

That property has depreciated in value considerably, and rents have been largely reduced.

That business has already declined in many instances from 25 to 50 per cent., and there is a fearful probability of its continuance whilst our street is being used simply as a railway.

That the most effective and only just remedy to the tradesmen of this street, also to ensure the safety of the public, and to meet the enormous amount of traffic of all kinds which will have to force its way through this the only outlet to the eastern suburbs, is to *widen it*.

That our Parliament has apportioned £8,500,000 for railways to the interior, and we hope such a necessary improvement to the metropolis of this great country, which can be secured at comparatively small cost, will therefore be granted.

Your Petitioners therefore humbly pray that your Honorable House will take the matter into your earnest and immediate consideration.

And your Petitioners, as in duty bound, will ever pray, &c.

[Here follow 4,604 signatures.]

Sydney, July 1st, 1881.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

COOKBUNDOON SLATE QUARRY TRAMWAY BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
2 December, 1881.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1881.

1881.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES, No. 79. THURSDAY, 24 NOVEMBER, 1881.

4. COOKBUNDOON SLATE QUARRY TRAMWAY BILL (*Formal Motion*) :—Mr. Teece moved, pursuant to Notice,—
- (1.) That the Cookbundoon Slate Quarry Tramway Bill be referred to a Select Committee for consideration and report, with power to send for persons and papers.
- (2.) That such Committee consist of Mr. Davies, Mr. Proctor, Mr. Terry, Mr. Beyers, Mr. Holborow, Mr. Carter, Mr. Byrnes, Mr. Abigail, and the Mover.
- Question put and passed.
-

VOTES No. 85. FRIDAY, 2 DECEMBER, 1881.

6. COOKBUNDOON SLATE QUARRY TRAMWAY BILL :—Mr. Teece, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before, the Select Committee for whose consideration and report this Bill was referred on 24th November, 1881 ; together with Appendix, and a copy of the Bill as agreed to by the Committee.
- Ordered to be printed.

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1881.

COOKBUNDOON SLATE QUARRY TRAMWAY BILL.

REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on the 24th November, 1881,—“*The Cookbundoon Slate Quarry Tramway Bill*,”—beg to report to your Honorable House:—

That they have examined the witness* named in the margin (whose evidence will be found appended hereto); and that the Preamble having been satisfactorily proved to your Committee, they proceeded to consider the several Clauses and the Schedule of the Bill, in which it was not deemed necessary to make any amendment.

Your Committee now beg to lay before your Honorable House the Bill without amendment.

No. 3 Committee Room,
Sydney, 30th November, 1881.

WM. TEECE, JUNR,
Chairman.

PROCEEDINGS OF THE COMMITTEE.

MONDAY, 28 NOVEMBER, 1881.

MEMBER PRESENT:—

Mr. Teece.

In the absence of a quorum the meeting called for this day lapsed.

WEDNESDAY, 30 NOVEMBER, 1881.

MEMBERS PRESENT:—

Mr. Teece,
Mr. Holborow,

Mr. Byrnes,
Mr. Beyers.

Mr. Teece called to the Chair.

Entry from Votes and Proceedings, appointing the Committee, read by the Clerk.

Printed copies of the Bill referred, together with original Petition to introduce the same, before the Committee.

Present,—Augustine M. Betts, Esq. (*Solicitor for the Bill*).

Augustine M. Betts, Esq., sworn, and examined.

Witness handed in a certified copy of the Certificate of Registration of the Company, which was ordered to be appended. (*See Appendix*.)

Room cleared.

Preamble considered.

Question,—“That this Preamble stand part of the Bill,”—put and passed.

Solicitor called in and informed.

Clauses 1 to 40 read and agreed to.

Schedule read and agreed to.

Title read and agreed to.

Chairman to report the Bill, without amendment, to the House.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

COOKBUNDOON SLATE QUARRY TRAMWAY BILL.

WEDNESDAY, 30 NOVEMBER, 1881.

Present:—

MR. BEYERS,
MR. BYRNES,

MR. HOLBOROW,
MR. TEECE.

WILLIAM TEECE, JUN., ESQ., IN THE CHAIR.

Augustine Matthew Betts, Esq., having been sworn, was examined:—

1. *Chairman.*] You are connected with the Cookbundoon Slate Company I believe? I am the Solicitor for A. M. Betts, Esq.
2. Then you are connected with it in a double capacity? Yes.
3. Is this a registered Company? It is. I produce a certified copy of the certificate of registration of the Company. [The witness handed in the same. Vide Appendix.] 30 Nov., 1881.
4. Does your Company own certain land near Mannafield, in the county of Argyle? They do.
5. Is that land freehold? Eighty acres freehold, and forty acres held as a conditional purchase.
6. You believe it is necessary for the beneficial working of this land that this Bill should be passed? It is necessary; the Company cannot carry on the works unless an Act of this kind be passed.
7. Do you know, or have you heard, of any objections to the passing of this Bill? None whatever, from no person whomsoever.
8. Is it proposed that your tramway should join the Great Southern Railway? It is so proposed, subject to the provisions of the Railway Act, which regulates any junction with the railways.
9. Do you know whether the Engineer-in-Chief for Railways has any objection to this junction? I believe not. I do not speak from my own knowledge, but from statements made by Directors.
10. You believe it is essential for the proper development of these quarries that this Bill should pass? It is. We have to cross one parish road and another road which is not important, still the tramway could not be formed without this Act.
11. Do you think the public would derive any benefit from the construction of this tramway? I believe they would. There is an increasing demand for the slate for flagging and building purposes, and the great difficulty is the means of transit from the quarry to the railway, as the road in winter is almost impassable. It is only three miles from the railway.
12. What is the composition of the Company? It is a registered Company under the Companies Liabilities' Act, with limited liability. The capital is £3,000 fully paid up; power to increase the capital is provided for in the Articles of Association.
13. *Mr. Beyers.*] Have you made any intimation to the Engineer-in-Chief upon the subject? The Directors have communicated with him, I believe; I do not know that of my own knowledge, but from their statement to me.
14. Have you any documents intimating the approval of the Engineer-in-Chief? No; but the 119th section of the Railway Act expressly provides that leave shall be obtained from the Engineer-in-Chief for Railways before any private lines can be connected with the main railway.

- A. M. Betts Esq.
30 Nov., 1881
15. *Chairman.*] The length of the tramway, I think you say, will be three miles? Yes.
16. *Mr. Beyers.*] And will not interfere with any roads? No, it will be a level crossing; but provision is made for gate and gatekeeper, so that the public traffic will not be interfered with.
17. *Mr. Byrnes.*] Is there a road from this quarry to the railway? There is a road, or more properly a track, for it has not been proclaimed, made by the Company. This passes partly through Government and partly through private land; but the difficulty of getting the slates to the train by this road is the real reason for the construction of this tramway.
18. *Mr. Beyers.*] Has any petition been signed against it? None whatever. I am aware from my own personal knowledge that there is no objection to the Bill among the residents in the locality, even those through whose land the tramway will pass. Some of these are shareholders in the Company, and others approve of it because it will help forward the district, subject of course to their getting compensation which is provided for in the Bill.
19. *Chairman.*] This Bill is almost a copy of the Berrima Coal-mining Company's Bill which has already passed the Legislature? Yes, it is almost a transcript, with some alterations to meet the altered circumstances of the case.

APPENDIX.

[To the Evidence of A. M. Betts, Esq., 30 November, 1881.]

A.

New South Wales }
to wit. }

In the matter of the Cookbundoon Slate Company (Limited), and in the matter of the Companies Act.
I CERTIFY that the Company styled the Cookbundoon Slate Company (Limited) is incorporated, and that the said Company is a Limited Company.

Dated, at Sydney, this twenty-eighth day of November, in the year of our Lord one thousand eight hundred and eighty-one.

E. G. WARD,
Registrar General,
Acting as Registrar of Joint Stock Companies.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SUBORDINATE ROADS.

(UNDER OFFICERS OF ROADS DEPARTMENT—SHOWING PROPOSED DISTRIBUTION OF VOTE ON ESTIMATES.)

Ordered by the Legislative Assembly to be printed, 7 December, 1881.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1882.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.			
Northern Roads.						
						£
1	2	1	1	7	Road from St. Leonards, <i>via</i> Balgowlah, to Manly ...	350
2	...	...	1	7	" Military Road, St. Leonards ...	350
3	...	1	1	16	" Manly Cove to Pittwater ...	800
4	3	3	3	4	" Balgowlah to Pittwater Road ...	60
5	4	4	3	12	" Wiseman's Ferry to St. Albans ...	180
6	5	3	2	18	" Wallsend to Gosford Road, at Cooranbong ...	450
7	4	2	2	15	" Mulbring to Millfield (Quarrybylong Road) ...	375
8	4	4	2	8	" Gosford to Kincumber ...	200
9	3	3	2	15	" Erina Creek to Tuggerah Beach Lake ...	375
10	4	4	3	4	" Ellalong to Road Maitland to Wollombi ...	60
11	...	...	3	9	" Bumble Hill to Upper Wyong Creek ...	135
12	4	4	2	11	" Wollombi Road to Congewai ...	275
13	5	2	1	8	" Cooranbong Wharf to Dora Creek ...	400
14	...	2	2	8	" Mandolong to Cooranbong Wharf ...	200
15	2	2	2	27	" The Broken-back Gap to Wyong Creek ...	675
16	2	1	1	13	" Wyong Creek to Gosford ...	650
17	5	5	5	20	" Gosford to the Blood Tree ...	140
18	4	3	3	11	" North Road to Upper Wattagan Creek ...	165
19	3	3	3	8	" Murray's Run to Main North Road at 10-mile post ...	120
20	4	4	4	6	" Blue-Gum Flat to Chittaway ...	60
21	3	3	3	26	" Wyong to Mangrove, at Pemberton's ...	390
22	5	5	5	21	" Bullock Wharf to upper part of Mangrove Creek ...	147
23	5	5	5	85	" Warkworth Road to Colo River (Bulga Road) ...	595
24	...	4	4	10	" Wollombi to Yango ...	100
25	...	3	2	18	" Wollombi to Mount Manning ...	450
26	...	4	4	26	" Mount Manning to Wiseman's Ferry ...	260
27	2	2	2	22	" St. Albans to Mount Manning ...	550
28	4	4	4	15	" St. Albans, up the M'Donald River to Melon Creek, and up that creek ...	150
29	4	1	1	13	" Newcastle, <i>via</i> Wickham, Waratah, Lambton, and Wallsend to Minmi ...	650
30	4	4	4	13	" Waratah to Maitland ...	130
31	5	2	2	16	" Newcastle to Lake Macquarie Heads ...	400
32	1	1	1	4	" Wickham, <i>via</i> Hamilton to Lambton ...	200
				496	Carried forward ...	£ 10,042

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.				496
Northern Roads—continued.						
					Brought forward	£ 10,042
33	5	5	5	20	Road from Roland's Plains to Glen Esk Upper Plains	140
34	5	5	5	4	" Roland's Plains to Ballingara Wharf	28
35	2	2	2	6	" Minmi to Woodford Railway Station	150
36	2	2	2	15	" Eastern foot of the Dividing Range to Wollombi...	375
37	3	3	3	4	" Luskintyre Bridge to Lochinvar Railway Station..	60
38	1	1	1	18	" East Maitland to Broken-back Gap	900
39	1	1	1	31	" Raymond Terrace to Stroud	1,550
40	1	1	1	73	" Stroud, <i>via</i> Gloucester, to Tinonee...	3,650
41	1	1	1	6	" Raymond Terrace towards Maitland to its junction with the Morpeth Road...	300
42	...	3	3	4	" Raymond Terrace and Maitland Road to Morpeth	60
43	2	2	2	16	" Dunmore Bridge to Clarencetown	400
44	...	2	2	6	" Dunmore Bridge to Paterson Punt	150
45	5	5	4	7	" Deep Creek to Allandale Railway Station...	70
46	1	1	1	14	" Paterson and Gresford Road to Clarencetown and Dungog Road	700
47	1	1	1	16	" Clarencetown to Dungog	800
48	5	4	3	10	" Clarencetown to Half-way House on Raymond Terrace and Stroud Road	150
49	4	4	4	8	" Clarencetown, <i>via</i> Glen William, to Clarencetown and Dungog Road	80
50	2	2	2	8	" Dungog to Chichester River	200
51	2	2	2	17	" Dungog and Chichester Road to Underbank	425
52	3	3	3	6	" Dungog and Gloucester Road to Fosterton	90
53	5	4	3	16	" Dungog and Monkerai Road to Stroud	240
54	3	3	2	12	" Gloucester to Copeland	300
55	5	3	2	15	" Upper Myall to Bulladelah...	375
56	3	3	3	7	" Old Bulladelah Inn to Raymond Terrace Road, at School Hill	105
57	4	4	4	45	" Bulladelah, <i>via</i> Bungwall, to Forster	450
58	3	3	3	18	" Bulladelah to the Stroud and Raymond Terrace Road	270
59	3	3	3	7	" Bandon Grove to Little River	105
60	3	3	3	9	" Bumble Hill to Upper Wyong Creek	135
61	1	1	1	30	" Paterson to Stroud and Gloucester Road, at Langworthy's	1,500
62	3	3	3	2	" Main North Road, at Harper's Hill, to Allandale Railway Station	30
63	3	3	3	12	" Jerry's Plains to Denman	180
64	...	2	2	63	" Denman to Cassilis	1,575
65	...	3	3	24	" Cassilis to Coolah	360
66	...	3	3	116	" Muswellbrook, <i>via</i> Kerrabee, to Mudgee	1,740
67	...	...	6	10	" Muswellbrook to Jerry's Plains (Edinglassie to Bowman's Hill)	50
68	4	4	4	34	" Scone to Denison Diggings, at Moonan	340
69	4	4	4	25	" Singleton, <i>via</i> Goorangoola, to Archinell's Dry Creek	250
70	...	...	3	20	" Singleton to Jerry's Plains	300
71	6	6	5	12	" Doyle's Creek to Jerry's Plains	84
72	5	5	4	34	" Coolah to Nesby's Junction	340
73	3	3	3	50	" Meregoen, <i>via</i> Caigan, to Coonabarabran	750
74	4	4	4	33	" Main Northern Road to Nundle and Swamp Creek	330
75	...	...	4	25	" Blandford to Isis River	250
76	3	3	2	10	" Wallabadah to Quirindi	250
77	5	5	5	6	" Quirindi up Jacob and Joseph's Creeks	42
78	2	2	2	15	" Muswellbrook to Denman	375
79	4	4	4	50	" Breeza towards Merriwa	500
80	3	4	4	39	" Scone to Merriwa	390
81	5	5	5	10	" Scone and Merriwa Road at Kingdon Ponds Bridge to Middle Creek...	70
82	5	5	5	45	" Nundle towards Scone	315
83	6	6	6	50	" Main Northern Road, <i>via</i> Currabubula, to Tamworth	250
84	2	2	2	38	" Tamworth, <i>via</i> Dungowan, to Bowling Alley Point and Nundle	950
85	5	4	4	16	" Dungowan, <i>via</i> Cadell's, to head of Ogumbil Creek	160
86	5	5	5	5	" Dungowan Creek, on North Bank, to Cadell's Station	35
87	6	6	6	7	" Tamworth to the Forest	35
88	6	6	6	12	" Tamworth, <i>via</i> Moore Creek, to Attunga	60
					Carried forward	£ 33,811
				1,707		

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.				1,707
Northern Roads—continued.						
					Brought forward	£ 33,811
89	1	2	2	50	Road from Tamworth to Gunnedah	1,250
90	4	5	5	65	" Willow Tree to Gunnedah	455
91	...	...	4	90	" Gunnedah to Coolah	900
92	1	2	2	65	" Gunnedah to Narrabri	1,625
93	3	3	2	25	" Gunnedah towards Barraba	625
94	3	3	3	146	" Turrawan to Walgett	2,190
95	...	4	4	71	" Walgett to Coonamble, <i>vid</i> Nugil	710
96	1	1	1	29	" Tamworth to Manilla	1,450
97	4	4	3	80	" Narrabri to Bingera	1,200
98	5	5	5	45	" Bingera to Moree	315
99	2	3	2	62	" Coonabarabran to Gunnedah	1,550
100	...	...	4	50	" Coonabarabran to Wingiddijeon	500
101	...	4	4	8	" Coonabarabran to Ulimabri	80
102	5	5	3	70	" Narrabri to Moree	1,050
103	...	3	3	15	" Narrabri to Eulahi Creek	225
104	...	...	6	70	" Malally to Coolah	350
105	5	4	4	58	" Warialda to Moree	580
106	5	4	4	57	" Warialda to Yetman	570
107	1	2	1	70	" Manilla, <i>vid</i> Barraba, to Bingera	3,500
108	5	5	5	50	" Bingera to Bundarra, <i>vid</i> Keera	350
109	1	2	2	28	" Bingera to Warialda	700
110	5	5	5	30	" Warialda to Gunyerwarialda	210
111	2	3	3	30	" Cobbedah to Rocky Creek	450
112	3	2	2	45	" Inverell to Warialda	1,125
113	3	4	4	60	" Inverell to Queensland Border, <i>vid</i> Ashford	600
114	5	3	4	80	" Inverell to Gramen and Yetman, <i>vid</i> Bannockburn	800
115	5	5	6	20	" Inverell to Reedy Creek	100
116	2	2	2	30	" Inverell to Tingha	750
117	...	3	2	22	" Glen Innes to Vegetable Creek	550
118	2	2	2	86	" Main Northern Road, at Uralla, <i>vid</i> Bundarra, to Inverell	2,150
119	...	...	4	15	" Glen Innes to Red Range and Kingsgate	150
120	4	4	4	32	" Bingera, <i>vid</i> Myall Creek, to Inverell	320
121	4	4	3	44	" Main North Road, at Rocky Gully, to Bundarra	660
122	...	5	5	14	" Uralla to Ballala	98
123	2	1	1	15	" Walcha to Great Northern Railway	750
124	1	2	2	135	" Armidale to Grafton	3,375
125	2	3	3	42	" Armidale to Invorell	630
126	3	2	2	25	" Main North Road at Uralla to Walcha	625
127	2	2	2	10	" Armidale to Johnston's	250
128	5	5	5	25	" Armidale, <i>vid</i> Cameron's Creek, to Rockvale	175
129	5	5	5	20	" Armidale to Mihi Creek	140
130	6	6	6	28	" Armidale to Uralla and Walcha Road, at 12-mile post, Salisbury Plain	140
131	2	2	2	15	" Glen Innes to Wellingrove	375
132	1	1	1	30	" Newton Boyd Road to Vegetable Creek	1,500
133	3	3	3	9	" Newton Boyd Road to Nymboida	135
134	1	1	1	126	" Lawrence to Tenterfield	6,300
135	...	3	3	7	" Tenterfield and Grafton Road to Boorook	105
136	2	2	2	10	" Yarrowford to Ranger's Valley	250
137	3	6	6	50	" Tenterfield towards Bonshaw and Clifton	250
138	4	4	4	30	" Coutt's Crossing, <i>vid</i> Kangaroo Creek, to Nymboida	300
139	3	3	3	55	" Grafton to Solferino	825
140	4	4	4	27	" Grafton to Cross Roads towards Casino	270
141	4	3	2	30	" South Grafton to Maclean	750
142	1	1	1	78	" Cross Roads to Ballina, <i>via</i> Casino and Lismore	3,900
143	5	5	5	50	" Casino to Mount Lindsay, on the Queensland Border	350
144	1	1	1	60	" Lismore to Queensland Border	3,000
145	3	3	2	8	" Cudgen, <i>vid</i> Guilfoyle's C. P. and M'Leod's Ck., to Tweed Junction	200
146	3	3	3	30	" Byangum, <i>vid</i> Tweed River Junction, to Queensland Border	450
147	...	2	2	3	" Bexhill to Dan's Crossing of Cooper's Creek	75
148	3	1	1	12	" Lismore to Goolmangar	600
149	3	2	3	22	" Lismore, <i>vid</i> Gunderimba, to Wyrallah	330
150	...	3	3	7	" Lismore to Numulgo	105
151	3	3	3	35	" Lismore to Brunswick	525
				4,409	Carried forward	£ 88,629

No.	Class.			Length in Miles.		Proposed Expenditure
	1880.	1881.	1882.				4,409	£
Northern Roads—continued.						
					Brought forward ...	88,629
152	2	2	2	28	Road from Woodburn to Selman's ...	700
153	3	3	3	38	" Casino, <i>via</i> Wyrallah, to Casino and Ballina Road, at Chillcot's Wharf ...	570
154	1	1	1	12	" Wardell, <i>via</i> Tuckombil, to the Lismore and Ballina Road ...	600
155	2	2	2	33	" Ballina to Brunswick River ...	825
156	5	3	3	27	" Woodburn to Casino, <i>via</i> Coraki and Codrington... ..	405
157	...	3	2	14	" Woodburn to Wardell	350
158	6	6	6	47	" Nowendoc to Walcha	235
159	...	...	2	15	" Tintenbar, <i>via</i> Tevon, to Alston Ville	225
160	2	2	2	120	" Walcha to Port Macquarie	3,000
161	...	...	2	5	" New England to Antimony Mines	125
162	...	4	4	17	" Walcha to Glen Morrison	170
163	2	2	2	35	" Port Macquarie to Kempsey	875
164	1	2	1	85	" Kempsey to Armidale and Grafton Road	4,250
165	3	2	2	76	" Kempsey to Fernmount	1,900
166	1	2	2	30	" Kempsey to Trial Bay	750
167	3	4	4	20	" Bowraville to Brokers	200
168	5	3	2	20	" Oakes Plains, <i>via</i> Klybucca, to Macleay River Heads	500
169	3	3	4	20	" East Kempsey Ferry, <i>via</i> Gladstone, to Boggy Creek	200
170	4	4	4	20	" East Kempsey, <i>via</i> Dungay Bridge, to Sherwood	200
171	4	3	4	20	" Green Hills to Nelson's, Warneton; Yarrowell to New England Road	200
172	...	3	1	10	" Bowraville to Congarini	500
173	...	2	2	80	" Fernmount to Grafton	2,000
174	5	5	4	20	" Rolland's Plains to Yarrowell Falls, Macleay River	200
175	3	2	2	45	" Fernmount, <i>via</i> Never Never, to Grafton and Armidale Road	1,125
176	...	3	2	10	" Boat Harbour, Bellinger River, to South Arm	250
177	5	4	4	20	" Missibotti to Nambuccra Heads	200
178	3	4	3	20	" Bowraville to Lumly, Argent's	300
179	4	4	4	16	" Wilson River, <i>via</i> Saltwater Creek, Bar Scrub, to Port Macquarie and Walcha Road	160
180	2	2	2	50	" Cundle, through Jones's Island, to Port Macquarie	1,250
181	3	3	3	16	" Cundle, <i>via</i> Lansdowne, to Junction with Jones's Island Road, near Pipeclay Creek	240
182	2	2	2	8	" Tinonee to Cundle	200
183	5	5	5	17	" Tinonee and Gloucester Road to Clarkin's Crossing, Wollomba River	119
184	...	4	4	50	" Gloucester and Nowendoc	500
185	5	5	5	12	" Tinonee to Bohnock	84
186	3	3	3	6	" Tinonee to Wingham Ferry	90
187	3	3	3	2	" Tinonee and Bohnock Road to south channel of the Manning River (Redbank Road)	30
188	2	2	2	8	" Tinonee and Cundle Road to Wingham	200
189	...	4	3	10	" Worts to Hickey's Crossing, Upper Myall	150
190	4	4	4	14	" Wingham, <i>via</i> Wherrol Flat, Dingo Creek, to Kelven Grove	140
191	...	2	2	2	" Taree Ferry to Bohnock Road	50
192	4	4	4	7	" Burril Creek to Wingham and Black Flat Road	70
193	5	4	4	11	" Wingham and Wherrol Flat Road, up eastern branch of Dingo Creek, <i>via</i> Marlee Flat, to Bobin Flat	110
194	4	4	4	8	" through Oxley Island	80
195	5	5	5	5	" Dumaresq Island	35
				5,538	Total ...	£112,992
Western Roads.						£
196	1	1	1	2	Road from Main Western Road, at Burwood, to Main Southern Road	100
197	3	2	2	8	" Main Western Road, near St. Mary's, to Orphan School Road	200
				10	Carried forward ...	£ 300

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.			
Western Roads—continued.						
					Brought forward	£ 300
198	...	3	3	8	Road from Main Western Road, near St. Mary's, to Blacktown Road	120
199	...	4	4	6	" Bringelly Cross Roads to the Road Main Southern Road to Cobbitty	60
200	6	6	6	5	" Sackville Reach to Post Office, mouth of Colo River ...	25
201	5	5	5	8	" Churchill's Wharf to mouth of Colo River ...	56
202	2	2	2	13	" Bell's Line to Colo River (Comleroy Road) ...	325
203	2	1	1	3	" Blacktown Road to Riverstone Railway Station ...	150
204	2	2	2	50	" Richmond Bridge, <i>via</i> Mount Tomah, to Mudgee Road, near Bowenfels (Bell's Line)	1,250
205	...	2	2	9	" Springwood to The Hawkesbury	225
206	4	2	2	12	" Bowenfels to Wallerawang	300
207	4	4	4	10	" Main Western Road, at Little Hartley, to Gambenang Swamp	100
208	3	3	3	30	" Hartley to Oberon	450
209	4	4	4	25	" Oberon to Little River	250
210	4	4	4	18	" Oberon to Fish River Caves	180
211	3	3	3	14	" Lowther, <i>via</i> Badger Brush, to Rydal	210
212	3	3	3	6	" Mount Victoria to Mount Wilson Platform ...	90
213	5	5	5	11	" Mount Victoria to Govett's Leap and Mount King George	77
214	2	2	3	10	" Bowenfels to Marsden's Swamp, <i>via</i> Lowther ...	150
215	2	2	2	9	" Main Western Road, Little Hartley, to Mount Wilson Platform	225
216	3	2	2	10	" Mudgee Road, near Middle River, to Main Western Road, at Meadow Flat	250
217	5	3	3	9	" Mudgee Road, at Lidsdale, to Wolgan	135
218	2	2	2	10	" O'Connell and Oberon Road, through Sidmouth Valley, to Tarana and Oberon Road	250
219	3	3	5	17	" Ginkin, <i>via</i> Boggy Flat, to Oberon	119
220	3	1	1	5	" Hartley, <i>via</i> Brown's Gap, to Lithgow	250
221	1	1	1	2	" Bathurst and O'Connell's Plains Road, at Cox's Hill, to Cooper's Bridge	100
222	1	1	1	11	" Bathurst to O'Connell's Plains	550
223	5	5	5	4	" Kelso to Kelloshiel	28
224	2	2	2	5	" Kelso to White Rock	125
225	3	3	3	22	" Kelloshiel, <i>via</i> White's Crossing, to Little Forest ...	330
226	2	2	2	15	" Linckilns Road to Palmer's Oakey Road and Upper Turon	375
227	2	2	2	28	" Kelso, <i>via</i> the Limekilns, to Peel and Sofala Road ...	700
228	3	3	3	15	" Mitchell's Creek Quartz Reefs towards Palmer's Oakey	225
229	6	6	6	5	" Macquarie Plains to Bloom Hill	25
230	3	3	3	11	" Bathurst and O'Connell's Plains Road, <i>via</i> Dirty Swamp, to the Road from Mutton's Falls to O'Connell's Plains	165
231	2	2	2	30	" Magpie Hollow to O'Connell	750
232	1	1	1	17	" Tarana Railway Station to Oberon	850
233	1	1	1	17	" O'Connell to Oberon	850
234	2	2	4	24	" O'Connell <i>via</i> Wiseman's Creek to 14 mile tree Oberon and Swatchfield Road	240
235	3	3	3	20	" Oberon to Swatchfield	300
236	1	1	1	30	" Bathurst, <i>via</i> Kelloshiel, to near Monkey Hill ...	1,500
237	1	1	1	20	" Near Monkey Hill to Tambaroora and Hill End ...	1,000
238	1	2	2	42	" Hill End, <i>via</i> Bragg's, to Main Western Road ...	1,050
239	1	1	1	39	" Cudgegong to Hill End	1,950
240	3	3	3	30	" Gulgong to Denison Town	450
241	3	3	3	25	" Denison Town to Coolah	375
242	3	3	3	34	" Bathurst to Ophir	510
243	2	3	3	18	" Ilford to Sofala	270
244	1	1	1	29	" Bathurst to Sofala, <i>via</i> Peel and Wyagdon ...	1,450
245	1	1	1	12	" Sofala, <i>via</i> Circus Point and Cockatoo Hill, to Tambaroora Road, at Monkey Hill	600
246	3	3	3	16	" Rockley to Caloola and Tuena Roads	240
247	2	2	2	5	" Mount Lawson to Judge's Creek	125
248	2	2	2	9	" Rockley, <i>via</i> Campbell's River, to the Dog Rocks and Swallow's Nest	225
249	1	1	1	16	" Bathurst and Caloola Road to Rockley	800
				859	Carried forward	£ 21,705

No.	Class.				Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.	859			
Western Roads—continued.							
						Brought forward ...	£ 21,705
250	4	4	4	13	Road from Bathurst and Caloola Road to Tea-pot Swamp ...		130
251	2	4	3	14	Carcoar, <i>via</i> Village of Shaw, to Tea-pot Swamp ...		210
252	4	4	4	30	Bathurst, <i>via</i> Gorman's Hill and Lagoon, to Campbell's River ...		300
253	2	2	2	5	Bathurst, Gorman's Hill and Campbell's River Road <i>via</i> Sandy Creek, to Railway Platform, Perth ...		125
254	2	2	2	13	Bathurst and Caloola Road, <i>via</i> Limekilns and Cow Flat, to Rockley Road ...		325
255	1	1	1	38	Bathurst to Caloola and Trunkey Gold Field ...		1,900
256	1	1	1	14	Blayney, <i>via</i> Costolo's and Hoodley's Lanes, to Shaw and No. 1 Swamp, near Post Office ...		700
257	2	2	2	15	Arthur Town to Tuena ...		375
258	2	2	2	8	Blayney, <i>via</i> Hood's, to Tea-pot Swamp ...		200
259	1	1	1	17	Newbridge Ry. Station, <i>via</i> Hobby's Yards, to Arthur Town ...		850
260	4	4	4	13	Tea-pot Swamp, <i>via</i> Mallow Grove and Regan's Falls, to Carcoar ...		130
261	4	1	1	5	Newbridge Station to Caloola ...		250
262	4	4	4	10	Mallow Grove towards Trunkey ...		100
263	2	2	2	12	Tea-pot Swamp, <i>via</i> Five Islands, to No. 1 Swamp ...		300
264	1	1	2	25	Orange to Carcoar ...		625
265	...	...	4	14	Cargo to Canowindra ...		140
266	1	2	2	30	Mandurama to Canowindra ...		750
267	2	5	3	22	Canowindra to Eugowra ...		330
268	1	1	1	50	Orange, <i>via</i> Cargo, to Nanima ...		2,500
269	...	...	6	12	Lewis Ponds to Orange ...		60
270	3	4	4	10	Orange to Mullion ...		100
271	4	3	2	12	Orange to Conoblas ...		300
272	...	...	1	2	Warboys to Martens ...		100
273	4	3	3	16	Orange to Cadia ...		240
274	3	3	3	16	Orange to Ophir ...		240
275	3	3	3	12	Orange to Forest Reefs ...		180
276	...	...	4	15	Orange and Cadia Road to Four Mile Creek ...		150
277	2	2	2	12	Forest Reefs to Blayney ...		300
278	...	2	2	10	Blayney to Guyong ...		250
279	1	2	2	10	Spring Grove <i>via</i> Guyong to Byng ...		250
280	1	1	1	50	Boree to Parkes ...		2,500
281	2	2	2	9	Peel to Duramana ...		225
282	1	3	3	14	Icely to Spring Grove Railway Station ...		210
283	5	5	4	12	Orange to Icely ...		120
284	2	2	2	12	Spring Grove Railway Station to Cadia ...		300
285	4	4	4	40	Obley to Dubbo ...		400
286	3	2	2	104	Dubbo to Coonamble ...		2,600
287	1	2	2	6	Spring Hill Railway Station to Hennessy's Inn, on Orange and Cadia Road ...		150
288	1	1	2	10	Lucknow, <i>via</i> Spring Hill, to the Orange and Carcoar Road ...		250
289	3	2	2	18	Lyndhurst, <i>via</i> Cobb's, to Milburn Creek Copper Mines ...		450
290	2	2	2	18	Molong to Toohey's Inn, on Boree and Parkes Road ...		450
291	4	3	2	40	Molong to Obley ...		1,000
292	6	4	3	22	Molong to Warne Railway Station ...		330
293	3	3	3	21	Forbes to Parkes ...		315
294	4	4	3	24	Parkes to Bogan Gate ...		360
295	3	3	2	60	Forbes to Condobolin ...		1,500
296	...	...	6	65	Forbes to South Condobolin ...		325
297	3	6	6	47	Cowra to Young ...		235
298	3	3	4	80	Cudgegong to Dubbo ...		800
299	...	...	4	30	Grenfell to Goolagong ...		300
300	...	...	6	50	Grenfell to Morangarel ...		250
301	3	3	3	10	Midway Station to Cobborah ...		150
302	5	4	4	20	Cowra to Canowindra ...		200
303	5	5	5	60	Cowra to Forbes, south bank of Lachlan ...		420
304	...	...	5	20	Cowra to Milburn Creek ...		140
305	...	...	6	30	Cowra <i>via</i> Morongola and Neila Creek towards Frogmore ...		150
306	5	5	4	8	Carcoar to Flyer's Creek ...		80
307	2	2	2	16	Cudgegong, <i>via</i> Menah, to Gulgong ...		400
308	3	2	1	18	Ilford to Rylstone ...		900
				2,248	Carried forward ...		£ 49,625

No.	Class.				Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.	2,248			
Western Roads—continued.							
						Brought forward ...	£ 49,625
309	2	3	2	52	Road from Cudgegong to Cassilis ...	1,300	
310	3	3	3	70	„ Faulkner's, <i>via</i> Cobborah, to Gilgandra ...	1,050	
311	3	3	3	44	„ Guntawang to Wellington ...	660	
312	5	3	3	16	„ Stony Creek to Burrendong ...	240	
313	2	2	2	25	„ Wellington, <i>via</i> Curra Creek to Buckinbah ...	625	
314	3	3	3	22	„ Wellington to Burrendong ...	330	
315	3	4	4	18	„ Wellington to Arthurville ...	180	
316	...	...	4	30	„ Wellington to Cobborah ...	300
317	1	1	1	20	„ Mudgee, <i>via</i> Adam's Inn to Gulgong ...	1,000	
			2,545	Total miles.	Total ...	£ 55,310	
Southern Roads.							
318	1	1	1	3	Road from Half-way House to Rocky Point (Rocky Point Road) ...	150	
319	2	2	2	1	„ Upper to Lower South Head Road (Point Piper Road) ...	25	
320	2	2	2	1	„ Upper to Lower South Head Road (Glenmore Road) ...	25	
321	...	1	1	6	„ Tom Ugly's Point, <i>via</i> West's Forest Road and Kingsgrove and Croydon Park, to Main Southern Road, near Croydon ...	300	
322	1	1	1	10	„ Rocky Point Road to George's River (Forest Road) ...	500	
323	3	3	3	5	„ Illawarra Road to Bond's Road (Broad-arrow and Stony Creek Road) ...	75	
324	1	1	1	6	„ Campbelltown to Narellan ...	300	
325	5	3	2	6	„ Bulli and Westmacott's Pass Road to the Coal Cliff ...	150	
326	...	6	6	7	„ Bulli Pass to Cataract River ...	35	
327	1	1	1	3	„ Fitz Roy Iron Mines to Bowral ...	150	
328	3	3	3	2	„ The Old Southern Road, at Mittagong, near Burke's, to the Main Southern Road, near the Old Fitz Roy Inn ...	30	
329	3	3	1	5	„ Main Southern Road near Berrima to Bowral ...	250	
330	1	1	1	18	„ Bowral, <i>via</i> Alcorn's Hill, to Village of Robertson ...	900	
331	1	1	1	1	„ Alcorn's Store to the Macquarie Pass Road ...	50	
332	2	1	1	22	„ The Old South Road, from Cross Roads, <i>via</i> Moss Vale, to Little Forest ...	1,100	
333	1	1	1	4	„ Berrima to Railway Station at Moss Vale ...	200	
334	2	2	2	3	„ Sutton Forest to Main South Road, near Cowley's ...	75	
335	1	1	1	2	„ Bowral to Lower Mittagong (Merrigang Road) ...	100	
336	3	3	3	5	„ The Mittagong and Illawarra Road, near Wallaby Creek, <i>via</i> the Macquarie Pass, to the Central Illawarra Municipality ...	75	
337	3	3	3	12	„ The Kangaloon and Bowral Road, at Robertson Park, to the west boundary of Central Illawarra, near Mount Murray ...	180	
338	1	1	1	30	„ Moss Vale and Nowra Road, <i>via</i> Robertson, to foot of Jamberoo Mountain ...	1,500	
339	...	2	2	2	„ Burrawang to Robertson Road ...	50	
340	1	1	1	36	„ Moss Vale, <i>via</i> Kangaroo Valley, to Nowra Bridge ...	1,800	
341	1	1	1	3	„ Kangaroo Ground Road at Byrnes' 169 acres, through C. Throsby's 640 acres, to Old South Road at Moss Vale ...	150	
342	...	3	3	20	„ Nowra to Yalwal ...	300	
343	4	2	2	7	„ Sutton Forest to Bundanoon ...	175	
344	2	2	2	46	„ Nowra Bridge, <i>via</i> Tomerong, to north boundary of Ulladulla ...	1,150	
345	2	2	2	12	„ Kangaroo Valley to Broughton's Creek ...	300	
346	2	2	2	9	„ Kiama Road, at Bleunkinsop's, <i>via</i> Wild's Meadows, to Barrangarry Road ...	225	
347	...	...	1	23	„ Picton, <i>via</i> Vanderville, to foot of Burragorang Mountain ...	1,150
348	...	...	3	8	„ Foot of Burragorang Mountain to Cox's River ...	120
			318		Carried forward ...	£ 11,690	

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.			
					Southern Roads—continued.	
					318	
					Brought forward	£ 11,690-
349	...	...	3	8	Road from Foot of Burragorong Mountain, up the Wollondilly River	120
350	2	2	2	12	" Marulan to Greenwich Park	300
351	4	3	3	14	" Greenwich Park to Towrang	210
352	3	2	2	25	" Marulan, <i>via</i> Bungonia and Jacqua, to Windellama	625
353	...	...	1	6	" Marulan to the Limekilns	300
354	2	2	2	15	" Goulburn, <i>via</i> Mummell, to Pomeroy	375
355	3	2	2	23	" Goulburn to Upper Tarlo and Roslyn	575
356	2	1	1	22	" Goulburn to Windellama	1,100
357	2	3	3	15	" Collector towards Goulburn	225
358	...	...	2	24	" Collector, <i>via</i> Currawang, to Tiranna	600
359	...	3	3	9	" Collector to Mutbilly	135
360	1	1	1	42	" Goulburn, <i>via</i> Crookwell, to Binda	2,100
361	...	...	5	12	" Wheeo to Binda	84
362	4	4	4	5	" Goulburn and Tuena Road, <i>via</i> Limekilns, to Goulburn and Tarlo Road	50
363	3	2	2	10	" Wheeo towards Crookwell	250
364	...	...	5	26	" Crookwell, <i>via</i> Grabben Gullen, to main South Road, at Gunning	182
365	...	2	2	57	" Goulburn and Binda Road, at Mount Wayo, <i>via</i> Tuena to the Abercrombie River	1,425
366	...	...	5	5	" Goulburn and Wheeo Road, at Hawthorn's Tree, to the road from Wheeo towards Crookwell	35
367	5	5	5	15	" Bigga to the Abercrombie	105
368	4	4	4	18	" Main Southern Road, at Towrang, <i>via</i> Lockyersleigh, to road from Cross Roads to Taralga, at Paddy River	180
369	3	3	3	12	" Goulburn and Tuena Road, <i>via</i> Fullerton, to Sherwood (towards the Abercrombie)	180
370	...	...	1	40	" Goulburn, <i>via</i> Taralga, to Curranela	2,000
371	3	3	2	18	" Taralga to Laggan	450
372	5	5	5	12	" Laggan, <i>via</i> Golspie, to Leighwood	84
373	1	1	1	39	" Goulburn, <i>via</i> Gullen, to Wheeo	1,950
374	...	5	5	8	" Golspie to Taralga and Rockwell Road	56
375	3	3	3	36	" Wheeo to Burrowa	540
376	...	...	3	7	" Frogmore to Junction with Wheeo and Burrowa Road	105
377	3	2	2	15	" Gullen, <i>via</i> Crookwell, to Laggan	375
378	3	3	3	13	" Laggan to Binda	195
379	...	3	3	7	" Cotta Walla School, on Goulburn and Crookwell Road, to road Mount Wayo to Peelwood	105
380	2	3	2	17	" Goulburn to Bungonia	425
381	2	3	3	17	" Collector to Gunning	255
382	3	1	1	7	" Gunning to Dalton	350
383	...	3	3	43	" Dalton to Burrowa	645
384	...	3	3	12	" Gunning and Burrowa Road, near Delaney's, to Yass Railway Station	180
385	...	3	3	25	" Dalton to Nawawa	375
386	3	4	3	28	" Main Southern Road, at Sharpening Stone Creek, to Burrowa and Binalong Road near Burrowa	420
387	3	3	3	2	" Sharpening Stone Creek and Burrowa Road, near Walls, to Bowning	30
388	4	2	3	17	" Bowning to Binalong	255
389	3	3	3	24	" Main Southern Road, near Yass, <i>via</i> Mundoonen, to the Gunning and Queanbeyan Road at Fairfield Bridge	360
390	...	...	2	46	" Main Southern Road near Yass to Bungendore	1,150
391	...	...	2	15	" Bungendore to Dough-Boy Hill	375
392	4	3	3	16	" Yass to Woolgarlo	240
393	3	3	3	11	" Yass and Woolgarlo Road, near Boro Ponds, to Bloomfield	165
394	...	3	3	6	" Yass to Manton's Creek	90
395	4	4	4	20	" Fish River at Roche's to Junction with Pudman Road	200
396	4	4	4	8	" Dalton to Jerrawa Platform	80
397	...	4	4	7	" Bloomfield Road at Warro Creek to Boambalo Ford	70
398	5	4	4	58	" Young to Bland	580
399	2	2	1	35	" Braidwood to Nelligen—Clyde Road	1,750
					1,302	
					Carried forward	£ 34,701

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.				1,302
Southern Roads—continued.						£
					Brought forward	34,701
400	...	4	4	15	Road from Main Southern Road, near Bookham, to the Cor-	
					deadighee Junction	150
401	6	6	6	9	" Nelligen to Bateman's Bay and Milton Road at	
					M'Millan's	45
402	...	6	6	20	" Queanbeyan to Uryarra Ford, <i>via</i> Yarrolumia ...	100
403	2	2	2	75	" Milton, <i>via</i> Bateman's Bay and Moruya, to Bodalla	1,875
404	2	1	1	16	" Braidwood, <i>via</i> Dirty Butter Creek, to Araluen ...	800
405	5	4	4	27	" Braidwood to Molonglo (Cole's Line)	270
406	...	4	4	15	" Bloomfield Crossing; Murrumbidgee to Cooradig-	
					bee Valley near Ryrice's... ..	150
407	4	4	3	20	" Bungendore, <i>via</i> Molonglo, to Queanbeyan and	
					Bungendore Road	300
408	...	...	6	10	" Bungendore and Molonglo Road to Black Range	50
409	2	2	2	36	" Araluen to Moruya	900
410	6	2	2	10	" Braidwood to Elrington	250
411	4	4	4	7	" Elrington to Ballalaba	70
412	...	6	6	30	" Elrington, <i>via</i> Berlany Gap, to Fairfield and	
					Krawaree... ..	150
413	5	4	3	5	" Braidwood <i>via</i> Reidsdale to Bell's Creek	75
414	3	3	4	5	" Reidsdale to Warnumbucca (Tudor Valley Road)... ..	50
415	3	3	3	8	" Elrington to Araluen	120
416	2	2	2	12	" Monga to Major's Creek, "Elrington"	300
417	...	3	3	22	" Road Major's Creek to Fairfield	330
418	1	1	1	42	" Queanbeyan, <i>via</i> Gundaroo, to Gunning	2,100
419	3	2	2	34	" Queanbeyan to Murrumbateman	850
420	...	3	3	40	" Cooma to Jindabyne... ..	600
421	5	5	4	12	" Cooma to Jindabyne Road near Coolringdon to	
					Middlingbank	120
422	5	3	3	20	" Cooma and Jindabyne Road to Buckley's Crossing	300
423	5	3	3	52	" Cooma and Jindabyne Road to Kiandra	780
424	1	2	1	54	" Cooma to Bombala	2,700
425	5	5	4	26	" Cooma to Count-a-guinea, <i>via</i> the Big Badger ...	260
426	2	4	4	80	" Cooma to Braidwood	800
427	4	4	4	21	" Cooma to Bobundarah	210
428	...	...	3	9	" Buckley's Crossing to Boloco	135
429	3	4	4	45	" Cathcart to Bobundarah	450
430	5	5	5	45	" Bobundarah to Seymour	315
431	...	...	3	18	" Candelo to Brown Mountain, <i>via</i> Mogila	270
432	...	...	3	14	" Candelo, to Wyndham	210
433	3	3	3	24	" Brown Mountain, <i>via</i> Kameruka, to Finger Post...	360
434	2	2	2	2	" Candelo to Kameruka	50
435	...	...	3	8	" Burrogate to Honeysuckle	120
436	2	2	2	38	" Cathcart Junction, <i>via</i> Wyndham, to Panbula ...	950
437	2	2	2	6	" Panbula to Wolumla... ..	150
438	3	3	3	13	" Wolumla Junction to Cross Roads... ..	195
439	4	4	4	10	" Wolumla, <i>via</i> Lithgow Flat, to Candelo and	
					Wyndham Road... ..	100
440	2	2	2	18	" Holt's Flat to Railway Bridge	450
441	2	2	2	22	" Bombala to Delegate	550
442	...	3	3	14	" Bombala to Gunningrah N., <i>via</i> Bukalong	210
443	...	4	4	8	" Yass and Queanbeyan Road, at Canberra, to Junc-	
					tion Molonglo and Murrumbidgee Roads ...	80
444	...	4	4	8	" Old Burra Road	80
445	4	4	4	12	" Merimbula to Jellatt Jellatt	120
446	4	4	4	6	" Briandairy to Bega	60
447	1	1	1	12	" Bega, <i>via</i> Jellatt Jellatt, to Tathra... ..	600
448	1	1	1	12	" Bega to Wolumla	600
449	2	2	2	56	" Bega to Bodalla	1,400
450	3	3	3	16	" Bega to Numbugga	240
451	3	2	2	12	" Bega to Nelson	300
452	4	3	3	27	" Bodalla to Dignam's Creek, <i>via</i> Cowderoy's and	
					Hawdon's... ..	405
453	4	4	4	18	" Pitman's Bridge, <i>via</i> Wagonga Heads, to Bodalla...	180
454	5	5	5	16	" Eden to Sturt	112
455	...	1	1	12	" Eden to Panbula	600
456	4	5	5	77	" Wagga Wagga to Murrumburrah and Grenfell	
					Road, at Wombat	539
457	3	3	3	23	" Coolac to Cootamundra, <i>via</i> M'Leod's	345
458	3	3	3	12	" Wallanbeen to Murrumburrah	180
				2,638	Carried forward	£ 59,762

No.	Class.			Length in miles.		Proposed Expenditure.
	1880.	1881.	1882.				2,638
Southern Roads—continued.						
Brought forward						£ 59,762
459	2	2	2	30	Road from Burrowa to Young	750
460	6	6	6	20	" Young and Cowra Road, near Young, to Jerry Bang	100
461	6	5	5	14	" Young, <i>via</i> Irish Jack's Creek and Black Ranges, to Moppity	98
462	2	1	1	20	" Binalong to Burrowa	1,000
463	1	1	1	54	" Murrumburrah, <i>via</i> Wombat and Young, to Grenfell	2,700
464	...	5	6	25	" Murrumburrah to Burrowa... ..	125
465	...	5	5	10	" Murrumburrah to Harden	70
466	4	4	4	45	" Grenfell to Forbes	450
467	1	1	1	20	" Gundagai to Tumut	1,000
468	3	3	3	10	" Gundagai to head of Jones's Creek	150
469	2	2	2	14	" Gundagai to Brungle	350
470	3	3	3	11	" Tumut to Brungle	165
471	1	1	1	14	" Tumut to Adelong	700
472	3	3	3	10	" Tumut to Lacmalac	150
473	...	5	5	60	" Tumut to Kiandria	420
474	2	2	2	48	" Gundagai to Wagga Wagga, "north side of River"	1,200
475	3	3	2	7	" Upper Tumberumba to Tumberumba	175
476	...	1	1	25	" Tumberumba to Ournee	1,250
477	3	3	3	20	" Adelong to Main South Road, at Hillas Creek	300
478	5	5	4	30	" Middle Adelong to Tumberumba	300
479	1	2	2	40	" Main Southern Road, at Little Billabong, to Tumberumba	1,000
480	1	1	1	24	" Main Southern Road to Middle Adelong	1,200
481	2	2	2	7	" Downing's Inn, at Gilmore Creek, to Reily's Crossing, at Adelong Creek	175
482	3	3	3	8	" Reily's Crossing to Reedy Flat	120
483	2	3	2	15	" Main Southern Road, at Tarcutta, to Wagga Wagga	375
484	2	2	2	32	" Main Southern Road, at Kiamba, to Alfred Town, Tarcutta Road	800
485	2	2	1	10	" Carabost to Kiamba... ..	500
486	1	1	1	5	" Morven, on Albury and Wagga Road, to Round Hill Railway Station	250
487	...	1	1	19	" Culcairn Railway Station, <i>via</i> Morven, to Germanton	950
488	2	2	4	60	" Wagga Wagga to Narrandera	600
489	...	4	4	40	" Wagga Wagga to Cowabee Road	400
490	3	3	3	90	" Deniliquin to Urana	1,350
491	1	2	2	103	" Albury to Turner's Inn, south of Tocumwall	2,575
492	2	2	2	50	" Albury and Corowa Road to Urana	1,250
493	3	3	3	20	" Walbundry to Culcairn Railway Station	300
494	4	4	4	30	" Tocumwall to Deniliquin	300
495	3	2	2	20	" Gerogery Railway Station, <i>via</i> Jindera, to Bungo-wannah	500
496	...	1	1	20	" Gerogery Railway Station, <i>via</i> Ebenezer Burrumbuttock, to Howlong	1,000
497	1	3	3	85	" Albury to Wagga Wagga	1,275
498	1	1	1	14	" Bullenbong Creek to the Rock Railway Station	700
499	3	5	5	20	" Walla Walla to Gerogery Railway Station	140
500	3	2	2	100	" Bowna Station to Welaregang	2,500
501	5	6	6	25	" Deniliquin to Mathoura Old Road... ..	125
502	...	6	6	24	" Mathoura to Moama, west side of Railway	120
503	2	4	4	120	" Deniliquin to Balranald	1,200
504	4	5	5	70	" Moama to Moulamein	490
505	2	2	2	10	" Moama to Caloola and Mars	250
506	3	3	3	80	" Albury to Urana	1,200
507	...	5	5	100	" Carathoul to Hillstone, <i>via</i> Gunbar	700
508	...	5	5	130	" Darlington Point Station, to the Lachlan, at Lake Cudgellico Crossing	910
509	...	...	5	60	" Balranald and Ivanhoe Road at Till Till, to Oxley Bridge	420
510	...	4	4	50	" Hay to Gunbar	500
511	...	...	3	40	" Lachlan at Whealbah to Gunbar	600
512	3	3	3	40	" Hay to Black Swamp	600
513	...	3	3	40	" Deniliquin to Black Swamp	600
514	6	5	5	120	" Balranald to Hay	840
515	4	3	3	50	" Hay to Booligal	750
516	5	5	5	120	" Hay to Narrandera	840
5,016					Carried forward	£ 99,620

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.			
				5,016		
Southern Roads continued.						£
					Brought forward	99,620
517	4	4	4	50	Road from Booligal to Hillston	500
518	4	5	5	210	" Booligal to Wilcannia	1,470
519	...	6	6	100	" Conargo to Narrandera, <i>via</i> Cuddel	500
520	...	6	6	15	" Jerilderie, <i>via</i> Turn-back-Jemmy, towards Colombo	75
521	4	6	6	15	" Moama to Bama	75
522	4	4	4	5	" Wagga Wagga to Lake Albert	50
523	3	3	3	90	" Wagga Wagga to Urana	1,350
524	2	2	2	30	" Welaregang to Tumberumba Road	750
525	5	5	5	5	" Tuross Heads to the Bega and Bodalla Road	35
526	3	3	3	9	" Braidwood to Sergeant's Point (Little River)	135
527	6	6	6	8	" Serjeant's Point (Little River) to Clyde River	40
528	6	6	6	15	" Braidwood and Tarago Road, <i>via</i> Larbert to Lower Boro	75
				5,568	Total miles.	£104,675
					TOTAL	£104,675

NOTE.—The amount per mile proposed to be expended on each class of Roads is as follows:—1st class, £50; 2nd class, £25; 3rd class, £15; 4th class, £10; 5th class, £7; 6th class, £5.

					£
Northern Roads	...	5,538	miles	...	112,992
Western Roads	...	2,545	"	...	55,310
Southern Roads	...	5,568	"	...	104,675
		13,651	"	TOTAL	£272,977

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SUBORDINATE ROADS.

(UNDER TRUSTEES—SHOWING PROPOSED DISTRIBUTION OF VOTE ON ESTIMATES.)

Ordered by the Legislative Assembly to be printed, 7 December, 1881.

CLASSIFICATION AND PROPOSED DISTRIBUTION FOR 1882.

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.			
					Northern Roads.	£
1	2	2	2	5	Road from Willoughby, at Pearce's Corner, to Pennant Hills	125
2	2	2	3	12	" Lane Cove, <i>via</i> Stony Creek, to Pittwater...	180
3	3	3	3	57	" Wingham, on the left bank of the Manning River, <i>via</i> Black Flat, to Nowendoc ...	855
4	4	4	4	9	" Innis, <i>via</i> Morton's Creek, to Papenborough Creek, and J. Gurney's...	90
5	3	3	3	5	" Junction of Morpeth Road with Raymond Terrace and Maitland Road to East Maitland ...	75
6	3	2	2	7	" Stockton and Raymond Terrace Road to Saltash...	175
7	3	3	3	17	" Stockton to Raymond Terrace ...	255
8	2	2	2	2	" Raymond Terrace and Maitland Road to River Hunter	50
9	5	5	5	6	" Raymond Terrace and Stroud Road to Raymond Terrace and Clarencetown Road (Caswell's Road)	42
10	5	5	5	3	" Raymond Terrace and Stroud Road to Raymond Terrace and Seaham Road, "Miskell's Road"...	21
11	...	...	5	12	" Raymond Terrace and Stroud Road, <i>via</i> the Duck-hole Swamp, to the Parading Ground ...	84
12	...	...	6	25	" Upper Myall to Larry's Flat ...	125
13	...	...	6	20	" Gloucester Road to Cobark...	100
14	...	3	3	10	" Raymond Terrace, by east side of Williams River, to Seaham ...	150
15	3	3	3	11	" Seaham, by east side of Williams River, to Clarencetown ...	165
16	2	2	2	8	" Raymond Terrace to Hinton ...	200
17	3	3	3	4	" Raymond Terrace and Hinton Road to Seaham ...	60
18	2	2	2	6	" Raymond Terrace to Hexham ...	150
19	4	4	4	5	" Alwick to Hexham ...	50
20	3	3	3	8	" Hexham to Fullerton Cove ...	120
21	2	2	2	5	" East Maitland, <i>via</i> Largs, to Dunmore Bridge ...	125
22	2	2	2	16	" Dunmore Bridge to Paterson and Gresford ...	400
23	3	3	2	17	" Gresford to Eccleston ...	425
24	2	2	2	12	" Gresford to Lowstock ...	300
25	4	4	4	13	" Lostock to Carraboler ...	130
26	3	3	3	4	" Penshurst to Alleyn River ...	60
27	4	4	4	8	" Eccleston to Upper Alleyn River ...	80
28	4	4	3	10	" Underbank to Upper Chichester ...	150
29	...	...	4	9	" Underbank to Upper Williams ...	90
30	2	2	2	8	" Largs, <i>via</i> Tocol, to Paterson ...	200
31	2	2	2	3	" Union Inn at Rutherford to Ford at Melville ...	75
32	2	2	2	6	" West Maitland to Dunmore ...	150
				343	Carried forward ...	£ 5,257

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.			
Northern Roads—continued						£
				343	Brought forward	
33	4	4	4	3	Road from West Maitland, <i>via</i> Glenarvon, to Dunmore and Paterson Road	5,257
34	2	2	2	20	" Main Northern Road, near West Maitland, <i>via</i> Cessnock, to eastern foot of the Dividing Range	30
35	...	...	2	9	" Borham's to the Little River	500
36	...	5	5	35	" Smith's Flat Road to the Solferino Road	225
37	3	3	3	5	" the north boundary of West Maitland Municipality, up the right bank of Hunter River	245
38	2	2	2	4	" Morpeth, <i>via</i> Hinton Punt, to Dunmore and Seaham Road	75
39	4	4	4	4	" Dunmore and Seaham Road, <i>via</i> Butterwick, to Dunn's Creek	100
40	2	1	1	3	" West Maitland, <i>via</i> Louth Park, to East Maitland and Brisbane Water Road	40
41	5	5	5	15	" West Maitland to Mulbring Creek	150
42	3	3	3	17	" Maitland and Paterson Road, within L. Harris's 1,114 acres, to Luskintyre	105
43	5	5	5	10	" Lochinvar, <i>via</i> Windermere, to Pritchett's 2,000 acres, and loop-line to same place, <i>via</i> Kaloudah	255
44	4	4	3	5	" Branxton, <i>via</i> Dalwood Ford, to Irishtown	70
45	...	3	3	2	" Branxton and Irishtown Road to Greta	75
46	4	4	4	4	" Branxton to Elderslie	30
47	4	4	4	10	" Rutherford to Scotch Corner	40
48	2	2	2	5	" Morpeth to Four-mile Creek	100
49	3	3	3	3	" Morpeth to Largs	125
50	4	4	4	4	" Morpeth and Largs Road, through Phoenix Park and Abbotsford, to M'Clymont's Swamp	45
51	2	2	2	4	" Morpeth Punt, through Phoenix Park, to Largs	40
52	4	4	3	7	" Kincumber to Lloyd's Wharf	100
53	5	5	5	29	" Wollombi to Warkworth	105
54	4	4	4	3	" Wiseman's Ferry Road into Parish of North Colah	203
55	2	2	2	1	" Tomago Crossing, place to Railway Station at Hexham	30
56	3	3	3	12	" Branxton, <i>via</i> Elderslie Bridge and Glendon Brook, to junction with Paterson and Gresford Road...	25
57	4	4	4	4	" Anvil Creek and Glendon Brook Road to Stanhope	180
58	4	4	4	14	" Main Northern Road, near Black Creek, to Cessnock, on Wollombi Road	40
59	3	3	3	8	" Pokolbin Hills to Cessnock Road	140
60	4	4	4	6	" Cessnock to south-west corner of M'Donald's 1,050 acres at Pokolbin (Marrowbone Road)	120
61	4	4	4	11	" Main Northern Road, near Black Creek, <i>via</i> Glendon, to Main Northern Road, near Singleton...	60
62	3	...	3	16	" Main Northern Road, near Munnimba Brook, <i>via</i> Warkworth, to Jerry's Plains Road	110
63	4	4	4	31	" Singleton, <i>via</i> New Bridge, to Cooper's Flat	240
64	4	5	4	37	" Singleton, <i>via</i> Boyce's, at Glendon Brook, to Gresford	310
65	4	4	4	5	" Vacy Bridge to Summer Hill	370
66	4	4	4	9	" Cooper's Flat Road to Karakoora Creek and up that creek...	50
67	4	4	4	10	" Camberwell to Goorangoola Road...	90
68	4	4	4	15	" Goorangoola Road to Carrow Brook	100
69	4	4	4	17	" Singleton to Dyrning, <i>via</i> Redbournebury...	150
70	4	4	4	12	" Singleton, <i>via</i> Abbey Green, to Bulga	170
71	4	4	4	15	" Singleton, <i>via</i> Wittingham Reserve, to Broke, Wollombi Brook	120
72	4	4	4	10	" Broke, <i>via</i> Nine-mile Creek, to the Munnimba and Warkworth Road	150
73	4	4	4	5	" Singleton and Jerry's Plains Road to Warkworth...	100
74	4	4	4	5	" Warkworth Road to the Jerry's Plains Road	50
75	6	6	6	16	" Scone, <i>via</i> Dartbrook and Kayngah, to Muswellbrook	50
76	5	5	5	25	" Merriwa to top of Main Range	80
77	4	4	4	15	" Blandford, <i>via</i> Box-tree, to Timor	175
78	4	4	4	24	" Grafton, <i>via</i> Copmanhurst, to Apple-tree Flat	150
79	5	4	4	16	" North Grafton to Southgate	240
80	4	4	4	10	" Brush Grove to Rocky Mouth	160
				893	Total miles.	100
					TOTAL	£ 11,475

No.	Class.			Length In Miles.		Proposed Expenditure.
	1880.	1881.	1882.			
Western Roads.						
81	2	2	2	3	Road from Main Western Road to Canterbury ...	75
82	2	2	2	2	" Main Western Road to Rookwood Railway Station	50
83	3	3	3	6	" Main Western Road, near Parramatta, to Main Southern Road (Woodville Road) ...	90
84	3	3	3	2	" Main Western Road to Government Wharf at Longbottom ...	30
85	3	3	3	2	" Longbottom to Breakfast Point ...	30
86	4	4	4	2	" Cabaritta Point Road to Major's Bay Road ...	20
87	2	1	1	3	" Parramatta to Ryde ...	150
88	2	2	2	1	" Pennant Hills, at Duggan's Corner, to Parramatta and Ryde Road ...	25
89	2	1	1	1	" Parramatta and Ryde Road to Pennant Hills Wharf	50
90	3	2	2	7	" the Western Boundary of Ryde Municipality, at Duggan's Corner, <i>via</i> Pennant Hills, to Castle Hill, to the Road from Baulkham Hills to G. Acre's 1,500 acres at Dural ...	175
91	2	2	2	1	" Castle Hill to the Old Parramatta Road ...	25
92	4	4	2	5	" Parramatta and Windsor Road to Pearse's, at Seven Hills ...	125
93	4	4	4	3	" Colo to Dural (North Colo Road) ...	30
94	4	4	4	2	" Main North Road at Castle Hill to Government Reserve (Old Castle Hill Road) ...	20
95	5	5	5	2	" Old Castle Hill Road to Government Reserve ...	14
96	3	3	3	3	" Main Western Road towards Parramatta River (Concord Road) ...	45
97	6	...	6	4	" Main Western Road, near Fox-under-the-Hill, to the Seven Hills Road (Loongabee Road) ...	20
98	...	4	4	2	" Pennant Hills Road to Shepherd's 60 acres ...	20
99	2	2	2	4	" Parramatta to Pennant Hills ...	100
100	2	2	2	4	" Rooty Hill Railway Station to Blacktown Road ...	100
101	4	4	4	3	" Main Western Road, <i>via</i> Bungarribee, to Blacktown Railway Station (Flushcombe Road) ...	30
102	3	3	3	13	" Main Western Road, near Penrith, to Richmond ...	195
103	3	3	3	18	" Main Western Road, near Penrith, to Bringelly Cross Roads ...	270
104	4	4	2	11	" Parramatta and Windsor Road, at Baulkham Hills, to south boundary of G. Acre's 1,500 acres at Dural ...	275
105	6	6	6	15	" South boundary of G. Acre's 1,500 acres at Dural to its junction with Pitt Town and Wiseman's Ferry Road (Great North Road) ...	75
106	4	4	4	18	" Parramatta Municipality to Windsor ...	180
107	2	2	2	5	" Windsor Road to Pitt Town Punt ...	125
108	2	2	2	1	" Windsor Road to Mulgrave Railway Station ...	25
109	3	3	3	4	" Nelson to Riverstone Railway Station ...	60
110	2	2	2	4	" Parramatta and Windsor Road, through Pitt Town Bottoms ...	100
111	4	2	2	4	" Broken-back Bridge to Pennant Hills ...	100
112	4	4	4	20	" Pitt Town to Wiseman's Ferry ...	200
113	4	4	4	7	" Pitt Town Punt to Churchill's Wharf ...	70
114	2	2	2	6	" Windsor, <i>via</i> Wilberforce, to Pitt Town Punt and Churchill's Wharf Road ...	150
115	3	3	3	5	" Enfield to Freeman's Reach ...	75
116	2	2	2	6	" Freeman's Reach to Windsor Bridge ...	150
117	5	5	5	6	" Wilberforce and Churchill's Wharf Road, <i>via</i> Page's Punt, to Pitt Town and Wiseman's Ferry Road	42
118	5	5	5	2	" Churchill's Wharf and Page's Punt Road to Sackville Reach ...	14
119	5	5	5	2	" Churchill's Wharf to Sackville Reach Postal Road	14
120	6	6	6	14	" Bulga Road to Spicer's Wharf, Colo River (Wheelbarrow Road) ...	70
121	5	5	5	5	" Windsor to Richmond ...	35
122	2	1	1	3	" Windsor to Cornwallis ...	150
123	2	2	2	3	" Richmond to Richmond Bottoms ...	75
124	3	3	3	2	" Windsor to Blacktown Road ...	30
125	5	5	5	4	" Blacktown Road, <i>via</i> Dight's Hill, towards Richmond Bridge ...	28
				220	Carried forward ...	£ 3,732

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.			
Western Roads—continued.						
				240	Brought forward	3,732
126	2	2	2	2	Road from Richmond to New Bridge	50
127	4	4	4	9	" Main Western Road, near Parramatta, through Domain, and by Old Windsor Road, to Windsor Road	90
128	3	3	3	19	" Main Western Road, near Prospect, to Richmond (Blacktown Road)	285
129	4	2	2	6	" Blacktown Road to Windsor Road	150
130	3	3	3	10	" Penrith Municipality, <i>via</i> Castlereagh, to Richmond	150
131	5	5	5	9	" Enfield and Wood's Falls Road, opposite Belmont, <i>via</i> Box Hill, to Bell's Line, North Kurrajong	63
132	4	4	4	4	" Yarra Mundi Road, <i>via</i> Aston's Falls, to Road from Richmond Bridge to Kurrajong	40
133	...	2	2	5	" Queen's Road, Mt. Wilson	125
134	4	4	4	25	" Mudgee Road to Glen Alice	250
135	...	...	3	3	" Gulgong to Martin's Crossing	45
136	4	4	4	24	" Tabrabucca, <i>via</i> Crudine, to Monkey Hill	240
137	6	6	6	12	" Rylstone to Narengo	60
138	6	6	6	30	" Rylstone, <i>via</i> Bogie, to Capertee	150
139	5	4	4	26	" Cudgong Municipality to Rylstone	260
140	4	4	4	16	" Cudgong Municipality to Merrendee	160
141	5	5	4	30	" Grattai, <i>via</i> Windeyer and Pyramul, to Sally's Flat	300
142	4	4	4	4	" Peel to Junction of Kelso and Sofala Road	40
143	...	...	3	12	" Sofala to Palmer's, Oakey Creek	180
144	3	3	3	9	" Kelso and Sofala Road, at Cheshire Creek, to Upper Turon	135
145	3	3	3	4	" Bathurst Road, at Kirkeconnell, to Mitchell's Creek Quartz Reefs	60
146	4	4	4	3	" Bathurst and Rockley Road to Camping Reserve on the Vale Creek Road	30
147	4	4	4	20	" Rockley to the Isabella River	200
148	5	...	5	16	" Cowra to Hovell's Creek	112
149	2	3	3	4	" Great Western Road, at Dr. Favelle's, to Junction with Guyong and Icely Road, at Byng	60
150	5	5	5	18	" Cargo Road, <i>via</i> Paling Yard Creek, to Cudal	126
				560	Total miles. TOTAL	£ 7,093
Southern Roads.						
151	2	2	2	7	Part of Road from Sydney to South Head (Upper South Head Road)	175
152	2	2	2	5	Lower South Head Road	125
153	2	2	2	1	Road from Lower South Head Road to Darling Point	25
154	4	4	4	4	" Sydney to Coogee (Randwick Road)	40
155	4	4	4	3	" Randwick Road to Upper South Head Road at Waverley	30
156	2	2	2	7	" Sydney to Banks Meadow (Botany Road)	175
157	4	4	4	2	" Botany Road to Botany Bay (Gardner's Road)	20
158	4	4	4	2	" Botany Road, at Williamson's, <i>via</i> Franksville, to Cook's River Road	20
159	1	1	1	2	" Banks Meadow, <i>via</i> Lord's and Hancock's, to the Botany Road, near the Tannery	100
160	2	2	2	4	" Banks Meadow to Botany Road (Whisker's Road)	100
161	2	2	2	3	" Undercliff Bridge to George's River Road	75
162	3	3	3	2	" Newtown Road, near the Church, to the Botany Road	30
163	2	2	2	2	" Norwood to the Old Canterbury Road (New Canterbury Road)	50
164	3	3	3	3	" Main Southern Road near Irishtown to George's River (Old Road)	45
165	2	2	2	3	" Irishtown to Rockwood Railway Station	75
166	4	4	4	5	" Main Southern Road, near Burwood, over Cook's River, into Parish of St. George	50
				55	Carried forward	£ 1,135

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.			
Southern Roads—continued.						£
				55	Brought forward	1,135
167	...	3	3	5	Road from Auburn and Bankstown Road, <i>via</i> Auburn Park, to Main South Road	75
168	3	3	1	1	" Woodville Road to Guildford Railway Platform	50
169	2	2	2	2	" Woodville Road to Fairfield Railway Station	50
170	2	2	2	4	" Fairfield Railway Station, <i>via</i> Smithfield, to Prospect Creek Municipality	100
171	2	2	2	2	" Main Southern Road to Punchbowl Creek	50
172	3	3	3	4	" Punchbowl Creek to Saltpan Creek	60
173	2	2	2	10	" Canterbury, <i>via</i> Saltpan Creek, to George's River	250
174	4	2	2	2	" Kenyons Bridge, towards Cabramatta, to boundary of Liverpool Municipality	50
175	4	3	3	10	" Liverpool Municipality to Penrith and Bringelly Road (Part of Orphan School Road)	150
176	4	4	4	8	" Liverpool, <i>via</i> Holdsworthy, to Illawarra Road	80
177	4	4	4	5	" Liverpool Municipality to Old Cowpasture Road (Bernera Road)	50
178	5	5	5	2	" Liverpool Municipality to Fairfield Railway Station	14
179	3	3	3	6	" Carne's Hill to Junction of Bringelly Road	90
180	4	4	4	10	" Main Southern Road to Campbelltown	100
181	3	3	3	2	" Campbelltown Railway Station to Raby	30
182	4	4	4	6	" Campbelltown to Menangle	60
183	2	2	2	4	" Menangle to Main South Road, at foot of Razorback	100
184	5	5	5	12	" Menangle to Picton	84
185	4	4	4	4	" Main Southern Road at Camden to Road from Menangle to Main Southern Road	40
186	4	4	4	12	" Main Southern Road, at Carne's Hill, towards Bringelly	120
187	5	5	5	3	" Main Southern Road to Campbelltown Road, near Denham Court	21
188	3	3	3	10	" Main Southern Road to Cobbitty	150
189	3	3	3	2	" Main Southern Road at Narellan, through Orielson, to Liverpool and Cobbitty Road	30
190	...	...	4	3	" Narellan to Elderslie ("German's Road")	30
191	4	3	3	4	" Great Southern Road, near Raby, to the Campbelltown Road	60
192	5	5	5	8	" Cobbitty to Matavai, Westwood, and Vermont	56
193	3	3	3	7	" Main South Road near Camden, to Mulgoa Forest and Vanderville	105
194	5	5	5	3	" Main South Road, at Cawdors, to Westbrook Bridge	21
195	3	3	3	10	" the Camden and Vanderville Road, at Lefevre's Corner, <i>via</i> the new Bridge across Mount Hunter Creek, to Mulgoa Forest	150
196	4	4	4	8	" Oaks, <i>via</i> Mulgoa Forest, towards Penrith	80
197	4	4	4	2	" Camden and Mulgoa Road to Glendarual and Brownlow Hill	20
198	3	3	3	10	" Campbelltown to Appin	150
199	4	4	4	7	" Wollongong and Kiama Road, to Mount Keira, towards Appin	70
200	4	4	4	8	" Broughton's Pass, <i>via</i> Wilton, to Stonequarry Creek	80
201	2	2	2	9	" Appin and Mount Keira Road, <i>via</i> Douglas Park Railway Station, to Soapy Flat Creek	225
202	3	3	3	4	" Appin to Broughton's Pass	60
203	5	5	3	4	" Appin to Brooke's Point	60
204	6	6	6	10	" West Bargo, <i>via</i> the Pot-holes, to Main Southern Road	50
205	4	4	4	18	" Top of the Mountain, near Westmacott's Pass, to Bottle Forest	180
206	2	2	2	15	" Bottle Forest, <i>via</i> George's River Punt and Koggerah, to the Rocky Point Road	375
207	3	3	3	8	" Kangaroo River Bridge, along north side of river, to Wallanderry	120
208	5	5	4	7	" Main South Coast Road to Jervis Bay	70
209	5	4	4	13	" Milton and Bateman's Bay Road, <i>via</i> Woodburn, to Brooman's Ford	130
210	5	5	5	75	" Nowra, <i>via</i> Sassafras Range, Narriga, and Marlow, to Braidwood	525
211	5	5	5	9	" Nowra Municipality to Burriar	63
212	3	3	3	2	" Eastern boundary of Nowra Municipality through Terrara to Greenwell Point Road	30
				425	Carried forward	£ 5,649

No.	Class.			Length in Miles.		Proposed Expenditure.
	1880.	1881.	1882.			
					Southern Roads—continued.	
				425	Brought forward	5,649
213	5	5	5	8	Road from Illaroo, <i>via</i> Brown's Mountain, to Bomaderry Ferry	56
214	2	2	2	4	" Old South Road, near P. H. Throsby's, <i>via</i> Pigott's, to Bowrall	100
215	5	5	5	10	" From the Cross Roads towards Taralga	70
216	5	5	5	7	" From Wells' Creek to Paddy's River	49
217	5	5	5	10	" Berrima, <i>via</i> Soapy Flat, to Wanganderi	70
218	3	3	3	3	" Throsby Park and Kiama Road, at M'Cullum's, to the Mittagong and Illawarra Road, at Simpson's 200 acres	45
219	2	2	2	5	" Kiama Road, at Bunter's, to Cedar Mountain Road	125
220	5	4	4	5	" Throsby Park and Robertson Road, at Cotton Company's Reserve, to Lake's and Wakeford's farms	50
221	3	4	4	30	" Kippielaw, <i>via</i> Gurrunda and Bialla, to Dalton on the Fish River	300
222	3	3	3	10	" Kippielaw Ford, <i>via</i> Parkesburne, to Bredalbane Railway Station	150
223	5	4	4	24	" Binda to Bigga	240
224	5	5	5	12	" Taralga, <i>via</i> Bannaby, towards Swallowtail	84
225	5	5	5	15	" Gimindera to Gundaroo	105
226	3	3	3	15	" Collector and Gundaroo, <i>via</i> marked tree line, to Main Road Gunning to Queanbeyan	225
227	4	4	4	10	" Foxlow to Molonglo	100
228	5	5	5	16	" Queanbeyan to Lanyon Ford	112
229	5	5	5	6	" Towamba to Perico	42
230	4	4	4	16	" Cobargo to Bermaghee	160
231	4	4	4	8	" Cobargo to Wandella	80
232	2	2	2	4	" Panbula to Merimbula	100
233	5	5	5	10	" Araluen and Moruya Road, <i>via</i> Kiora, to Moruya	70
234	5	5	5	10	" Araluen, <i>via</i> Bettowynd, to Back Creek	70
235	3	3	3	6	" Moruya to the Heads	90
236	5	5	5	8	" Wagonga to Eurobodalla	56
237	5	5	5	8	" Eurobodalla to Nerrigundah	56
238	...	3	3	12	" Trunkatabella Bridge to Reedy Creek Cutting	180
				697	Total miles.	TOTAL £ 8,434

SUMMARY OF PROPOSED DISTRIBUTION:—				£
Northern Roads	...	893	miles	11,475
Western Roads	...	560	"	7,098
Southern Roads	...	697	"	8,434
TOTAL	...	2,150	TOTAL	£27,002

NOTE.—The amount per mile proposed to be expended on each class of Roads is as under:—

1st Class	£50 per mile	4th Class	£10 per mile
2nd Class	25 "	5th Class	7 "
3rd Class	15 "	6th Class	5 "

1881.

NEW SOUTH WALES.

ROAD TRUST ACCOUNTS.

(FOR HALF-YEARS ENDED 30 JUNE AND 31 DECEMBER, 1880.)

Presented to Parliament, pursuant to the various Acts.

NO.	SCHEDULE.	PAGE.
1 & 2.	Maitland District Council 17 Vict. No. 16, clause 23.....	2
3 & 4.	South Head Roads 11 „ 49 „ 6.....	2 & 3
5 & 6.	Parramatta 18 „ 41 „ 19.....	3 & 4
7 & 8.	Windsor..... 18 „ 16	4 & 5
9 & 10.	Richmond 18 „ 16	5

ROAD TRUST ACCOUNTS.

No. 1.

MAITLAND DISTRICT COUNCIL.

ABSTRACT of Receipts of Expenditure of the Maitland District Council, from 1st January to 30th June, 1880.

Dr.			Cr.		
1880.		£ s. d.	£ s. d.	1880.	£ s. d.
17 April	To Proceeds of sale of Punt-house	5 0 0		17 April	By Refund to Road Grants.....
	„ Advances from Road Grants	15 19 10			„ Interest on Bank overdrafts..
			20 19 10		„ W. G. Lipscomb's account,
					Stationery
					„ Stamps
					„ Secretary's salary, four months
					Cr. by balance forwarded
		£	20 19 10		
					£
					20 19 10

JOHN BOWDEN, Warden.
WALTER CRACKNELL, Secretary.

We have examined the books of accounts, &c., and find same correct,—

WILLIAM KEATING.
GEO. H. STEPHENS.

No. 2.

MAITLAND DISTRICT COUNCIL.

ABSTRACT of Receipts of Expenditure of the Maitland District Council, from 1st July to 31st December, 1880.

Dr.			Cr.		
1880.		£ s. d.	£ s. d.	1880.	£ s. d.
1 July..	To Balance from previous Half-years	0 0 7		31 Dec.	By Stamps
11 „ ..	„ Advances from Road Grants	28 3 0			„ Secretary's salary, eight months
	„ Advance from Bank of Australasia	4 0 11			
			32 4 6		
		£	32 4 6		£
					32 4 6

JOHN BOWDEN, Warden.
WALTER CRACKNELL, Secretary.

We have examined the books of accounts, &c., and find same correct,—

WILLIAM KEATING.
GEO. H. STEPHENS.

No. 3.

COMMISSIONERS OF THE SOUTH HEAD ROAD TRUST.

ACCOUNT of Receipts and Disbursements, Half-year ending 30th June, 1880.

Dr.			Cr.		
1880.		£ s. d.	£ s. d.	1880.	£ s. d.
3 June..	To Balance from last account	291 10 10		30 June	By Salaries—
	„ Tolls	1,710 0 0			Secretary and Surveyor
					Miscellaneous—
					„ Interest on debt, tools, and sundries.....
					Old South Head Road—
					„ Blue metal
					„ Wages, ballast, &c.
					New South Head Road—
					„ Blue metal
					„ Wages, ballast, gravel, &c....
					Watson's Bay Road—
					„ Wages, &c.
					„ Balance
		£	2,001 10 10		£
					2,001 10 10

MEMO. :—Amount of debt due on Mortgage of Tolls

For the Commissioners,—

W. WALLIS, Hon. Treasurer.
GERARD PHILLIPS, Secretary.

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No. 4.

COMMISSIONERS OF THE SOUTH HEAD ROAD TRUSTS.

Half-year 31st December, 1880.

Dr.			Cr.		
RECEIPTS.			EXPENDITURE.		
1880.		£ s. d.	1880.		£ s. d.
31 Dec..	To Balance last half-year.....	6 1 9	31 Dec..	Salaries—	
	„ Tolls	1,800 0 0		By Secretary and Surveyor	50 0 0
	„ Government grants for old and new roads	300 0 0		Miscellaneous—	
				„ Interest on debt, tools, and sundries.....	243 12 5
				Old South Head Road—	
				„ Blue metal	275 6 3
				„ Barrack reserve	124 2 11
				„ Ballast, wages, gravel, &c. ...	462 11 8
					862 0 10
				New South Head Road—	
				„ Blue metal	268 4 7
				„ Woollahra Council moiety of cost, drainage, works, Bayswater Hill.....	153 0 6
				„ Ballast, gravel, wages, &c. ...	245 0 8
					666 5 9
				Point Piper Road—	
				„ General repairs.....	27 3 6
				„ Balance.....	256 19 3
		£ 2,106 1 9			£ 2,106 1 9

MEMO.—Amount of debt due on Mortgage of Tolls..... £5,500 0 0

For the Commissioners, South Head Road Trust,—
W. WALLIS, Hon. Treasurer.
GERARD PHILLIPS, Secretary.

No. 5.

PARRAMATTA ROAD TRUST.

ABSTRACT of Receipts and Expenditure of the Commissioners of the Parramatta Road Trust, for Half-year ending 30th June, 1880.

Dr.			Cr.		
RECEIPTS.			EXPENDITURE.		
1880.		£ s. d.	1880.		£ s. d.
30 June	To six months rental of Toll-gate at Broken Back Bridge.....	158 15 0	30 June	By balance Dr. at Commercial Bank to 31st December, 1879	68 14 6
	„ Rent of Old Toll-house ...	4 0 0			68 14 6
		162 15 0		Salaries—	
	„ Cash deposit at Commercial Bank	500 0 0		Clerk and Treasurer	23 19 2
	„ Interest on fixed deposit ...	61 16 0		Overseer	41 5 0
		561 16 0			65 4 2
				Miscellaneous—	
				Wages for Labour	172 3 0
				Rents.....	9 12 0
				Powder, tools, fuze, &c.	3 4 5
				Repairs to tools	3 7 2
				Stationery and stamps	0 15 6
					189 2 1
				By Interest on Overdraft at Commercial Bank	2 4 0
					2 4 0
				„ Deposit at Commercial Bank	300 0 0
				„ Cash Cr. „	99 6 3
					399 6 3
		£ 724 11 0			£ 724 11 0

JAMES BYRNES,
W. GOODIN,
NEIL STEWART, } Commissioners.

No. 6

No. 6.

PARRAMATTA ROAD TRUST.

ABSTRACT of the Receipts and Expenditure of the Commissioners of the Parramatta Road Trust, for the Half-year ending 31st December, 1880.

Dr.				Cr.			
RECEIPTS.				EXPENDITURE.			
1880.		£ s. d.	£ s. d.	1880.		£ s. d.	£ s. d.
31 Dec.	To six months rental of Toll-gate at Broken Back Bridge.....	150 0 0		31 Dec.	Salaries—		
	„ Rent of Old Toll-house	5 0 0			Clerk, Treasurer	25 0 0	
			155 0 0		Oversecr	61 5 0	86 5 0
	„ Balance Dr. at Commercial Bank	50 7 10			Miscellaneous—		
			50 7 10		Wages for labour	199 5 0	
	„ Fixed deposit at Commercial Bank, to 30th June, 1880	300 0 0			Rent	11 4 0	
	„ Cash Cr. at Commercial Bank, to 30th June, 1880...	99 6 3			Tools and repairs	3 7 9	
			399 6 3		Advertisements	1 19 6	
					Sale of Toll-gate	1 1 0	
					Stationery and Stamps	0 18 6	
					Stamped Cheque Book	0 8 4	218 4 1
					Interest on Overdraft at Commercial Bank to date	0 5 0	0 5 0
					By fixed deposits at Commercial Bank	300 0 0	300 0 0
			£ 604 14 1				£ 604 14 1

ANDW. PAYTEN, }
NEIL STEWART, } Commissioners.
W. GOODIN, }

No. 7.

WINDSOR ROAD TRUST.

ACCOUNT of Receipts and Expenditure of the Commissioners of the Windsor Road Trust, for Half-year ending 30th June, 1880.

Dr.				Cr.			
1880.		£ s. d.	£ s. d.	1880.		£ s. d.	£ s. d.
1 Jan...	To Balance on hand	103 17 10		2 Feb..	By paid Wm. Crosier, repairs to road, Windsor to Richmond	1 2 10 0	
2 „ ...	„ Rent of Fitzroy Bridge tolls for December	16 3 4		30 Mar.	„ Mr. Neilson, advertising	2 1 15 8	
2 Feb...	„ „ „ January ...	12 11 8		31 „ ...	„ J. Holden, repairs, Windsor Road... 3	3 2 6	
5 Mar...	„ „ „ February...	12 11 8		30 „ ...	„ W. Walker, repairs, Richmond Road 4	3 0 0	
1 April...	„ „ „ March	12 11 8		31 „ ...	„ J. Beodall, repairs, Windsor Road... 5	0 5 0	
7 May...	„ „ „ April	12 11 8		30 June	„ Secretary, quarter's salary, &c..... 6	6 10 0	
7 June..	„ „ „ May.....	12 11 8			„ W. Rogers, repairs, Windsor Road 7	0 8 0	
					„ W. Beard, senr., ironmongery	0 3 4	
					„ W. Walker, repairs, Richmond Road 9	3 3 0	
					„ Secretary, quarter's salary, &c..... 10	6 10 0	
					Balance on hand	155 12 0	
			£ 182 19 6				£ 182 19 6

R. RIDGE, }
THOS. PRIMROSE, } Commissioners.
JOHN WOOD, }

WM. WALKER, Secretary.

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No. 8.

WINDSOR ROAD TRUST.

ACCOUNT of Receipts and Expenditure of the Commissioners of the Windsor Road Trust, for the Half-year ending 31st December, 1880.

Dr.				Cr.	
1880.		£ s. d.	1880.	V	£ s. d.
1 July...	To Balance on hand	155 12 0	23 Aug.	By paid W. Gosper, metalling George-street, Windsor	1 115 0 6
5 "...	" Rent of Fitzroy Bridge tolls for June	12 11 8	"	" Same, gravel, George-street, Windsor	2 3 4 0
6 Aug...	" " " July	12 11 6	"	" M. Kough, do., do.	3 0 12 0
3 Sept...	" " " August	12 11 8	"	" B. Pye, do., do.	4 3 2 10
5 Oct...	" " " September	12 11 8	"	" E. Wood, do., Windsor and Richmond Roads	5 6 12 6
6 Nov...	" " " October	12 11 8	"	" Same, gravel, George-st., Windsor	6 2 16 0
8 Dec...	" " " November	12 11 8	"	" R. Coady, labour, do.	7 0 18 0
			"	" B. Isaacs, printing	8 0 17 0
			30 Sept.	" Secretary, quarter's salary, &c.	9 6 12 6
			4 Oct..	" E. Woods, repairs, George-street, Windsor	10 0 13 0
			1 Nov..	" J. Teale, gravelling, Windsor Road	11 12 12 0
			6 Dec..	" J. Hough, do., do.	12 20 10 4
			31 "...	" G. Davies, advertising	13 0 16 0
				" W. Gosper, commission, sale, & tolls	14 3 4 0
				" Secretary, quarter's salary, &c.	15 6 10 0
				" Bank N.S.W. cheque-book, and stamps	16 0 9 0
				Balance on hand	46 12 2
		£ 231 1 10			£ 231 1 10

THOMAS PRIMROSE, }
JOHN WOOD, } Commissioners.
WM. LINSLEY, }

No. 9.

RICHMOND ROAD TRUST.

ACCOUNT of the Receipts and Expenditure of the Commissioners of the Richmond Road Trust, for the Half-year ended 30th June, 1880.

Dr.				Cr.	
1880.		£ s. d.	1880.		£ s. d.
1 Jan.	To balance in hand	38 16 1	4 Feb.	By paid D. Handley, repairs to road, Richmond to Windsor	20 0 0
4 Feb.	" Rent of Blacktown Tolls for December	12 18 4	3 Mar.	" D. Handley, repairs to Blacktown Road	7 18 0
1 Mar.	" " " January	14 1 8	31 "	" Secretary, quarter's salary	7 17 0
7 Apr.	" " " February	14 1 8	12 May	" E. Miller, repairs to Toll-house	2 13 3
12 May	" " " March	14 1 8	10 June	" Secretary, quarter's salary	7 17 0
2 June	" " " April	14 1 8		Balance in hand	76 17 6
		£ 123 2 9			£ 123 2 9

WM. WALKER, Secretary.

JOSEPH DHEES, }
W. T. PRICE, } Commissioners.
R. H. DUCKER, }

No. 10.

RICHMOND ROAD TRUST.

ACCOUNT of the Receipts and Expenditure of the Commissioners of the Richmond Road Trust, for the Half-year ended 31st December, 1880.

Dr.				Cr.	
1880.		£ s. d.	1880.		£ s. d.
1 July..	To Balance in hand	76 17 6	7 July.	By paid Henry Gunton, repairs to Blacktown Road	14 10 5
7 "...	" Rent of Blacktown tolls for June	14 1 8	"	" Same, Richmond and Windsor Road	21 0 0
4 Aug...	" " " July	14 1 8	4 Aug.	" Maurice Power, repairs, Richmond to Bridge and Windsor Roads	19 9 0
1 Sept...	" " " August	14 1 8	1 Sept.	" Secretary, quarter's salary	7 17 1
7 Oct...	" " " September	14 1 8	30 "	" Denis Handley, repairs to road, Richmond to Bridge	6 15 0
8 Nov...	" " " October	14 1 8	1 Dec..	" B. Isaacs, printing	0 12 0
1 Dec...	" " " November	14 1 8	31 "...	" G. Davies, advertising	1 4 0
				" J. T. Smith, commission on sale of tolls	5 0 0
				" Secretary, quarter's salary	7 17 0
				Balance in hand	77 3 0
		£ 161 7 6			£ 161 7 6

EDWARD POWELL, }
JOSEPH DHEES, } Commissioners.
W. T. PRICE, }

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BINDA AND FISH RIVER ROAD.

(CORRESPONDENCE, &c.)

Ordered by the Legislative Assembly to be printed, 16 December, 1881.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, made on the 13th September, 1881, That there be laid upon the Table of this House,—

“Copies of all correspondence, surveyor’s reports, minutes, documents, and
“other papers having reference to the Binda and Fish River Road, and
“any proposed deviation therein.”

(Mr. Teece.)

SCHEDULE.

Of papers to date of Order of the Legislative Assembly.

NO.	PAGE.
1. Mr. Harold Brce to the Secretary for Mines, applying on behalf of Messrs. Frederick Shepherd and others for the opening of a road from the Binda Road through Ferris’s conditional purchase, parish of Romner, J. Shepherd’s conditional purchase, S. Lord’s grant, to a village reserve, parish of Wheeo, then to the Fish River. 8 February, 1881	2
2. Messrs. Blomfield and Dickson on behalf of Alexander Ferris to the Secretary for Mines, applying for opening of above road, and minute. 11 February, 1881	2
3. Petition from selectors, landowners, &c., in the district of Wheeo, to the Secretary for Mines, praying for opening of road as described in No. 1. 15 February, 1881	2
4. Mr. A. Henderson to the Secretary for Mines, that road as petitioned for be laid out. 13 June, 1881	3
5. Petition from landowners, &c., district of Wheeo, to the Secretary for Mines, protesting against any other road than the above being opened, with minute thereon. 15 June, 1881	3
6. Mr. Frederick Shepherd to the Secretary for Mines, urging opening of road as petitioned for in No. 1. 29 June, 1881	4
7. Mr. Surveyor Atchison to the Surveyor General, reporting upon the letters and petitions in connection with the opening of the road. 30 July, 1881	4
8. Minute of the Surveyor General, that the matter be referred to the Chief Commissioner and Engineer for Roads for report. 17 August, 1881	7
<i>Of additional information subsequently received to date of Order.</i>	
9. Mr. Isaac Shepherd to the Secretary for Mines, that a more practicable and better road has been surveyed by Mr. Surveyor Atchison than the one applied for (see No. 1). 22 September, 1881	7
10. Petition from Residents of Wheeo and Fish River District, stating that the road surveyed by Mr. Atchison is better than the one petitioned for (see No. 1). 22 September, 1881	7
11. Mr. Assistant Engineer for Roads A. P. Wood to the Commissioner for Roads, reporting (with tracing) on road, and strongly advising the adoption of the line marked AB thereon instead of the line applied for by Petitioners (No. 1). 26 September, 1881	8
12. Under Secretary for Mines to Mr. Isaac Shepherd in reply to No. 9. 26 September, 1881	8

BINDA AND FISH RIVER ROAD.

No. 1.

Mr. H. Brees to The Secretary for Mines.

Sir,

338, George-street, Sydney, 8 February, 1881.

I have the honor to apply, on behalf of Frederick Shepherd and others, that the road now in use and herein mentioned and described may be caused to be opened for public traffic and public use. The road starts from the Binda Road, goes through Ferris's selection, parish of Romner, on through Isaac Shepherd's selection, then on through S. Lord's grant down to another village reserve, parish of Wheco, then down to the Fish River.

The above described road has been a thoroughfare for the past thirty years, and is also marked upon the maps as a road, but the lessee and selectors now prohibit any person travelling along the road; I therefore solicit your favour to have the road proclaimed as soon as possible.

I have, &c.,

HAROLD BREES,

Agent for Frederick Shepherd and others.

The Surveyor General.—G.E.H., *pro* U.S., B.C., 8/2/81.

No. 2.

Messrs. Blomfield & Dickson to The Secretary for Mines.

Sir,

139, Pitt-street, Sydney, 11 February, 1881.

We have been instructed by Mr. Alexander Ferris to apply to have a road from the Binda Road to the Fish River proclaimed without delay.

This road commences at the Binda Road, and passes through Fryer's selection, parish of Romner, county of King, and thence through J. Shepherd's selection, S. Lord's grant, along the main road to village reserve, parish of Wheco, and thence to the Fish River. This road has been in use for the last twenty-five years, and it is a matter of great importance to the selectors, and especially those on the Fish River, that this road should not be closed, as it is the most direct and convenient way for them.

We therefore beg that you will be pleased to call for report on this road without delay, and would point out that application has already been made by some other settlers down in that district to have this road proclaimed.

We have, &c.,

BLOMFIELD & DICKSON.

The Surveyor General.—G.E.H., *pro* U.S., B.C., 14/2/81. Forwarded to Mr. District-Surveyor Twynam for report.—A. J. STOPPS (for Surveyor General), 17 February, 1881, No. 78. To Mr. Surveyor Atchison, for inspection and report as soon as possible.—E. TWYNAM, D.S., 23 February, 1881. Report herewith.—JAMES L. ATCHISON, Surveyor, 30 July, 1881.

No. 3.

Petition from Selectors, &c., District of Wheco, to The Secretary for Mines.

Sir,

Wheco, 15 February, 1881.

We, the undersigned selectors, landowners, carriers, travellers, and others interested, beg most respectfully to petition that you will cause to have thrown open and proclaimed for public use the road that joins the Binda, Crookwell, Goulburn, and Gunning Roads, at the Winduella Village Reserve, county of King, parish of Romner; thence through Fryer's selection (taken up by A. Ferris in 1879); through Isaac Shepherd's selection, crossing the Wheco Creek at the old crossing; through Simeon Lord's grant down along Burrawanda Creek, the old road to the village reserve, parish of Wheco; thence down to the Fish River, along the old road that joins the main road up and down the Fish River, and which leads to Reid's Flat, Cowra, and other places.

This road, besides being traced on the Government maps as near as possible as described, has been used by the public for the last thirty years or more.

As a public benefit we can thoroughly recommend it, as it runs through a large scope of Government land, thickly inhabited by selectors and other settlers who, if that road is stopped, would have to go miles and miles round to get on the main Burrowa and Goulburn Road to get an outlet to any town, besides it connects several very valuable village reserves which we feel certain, if inducement with good roads offers, are bound to be settled on. As a road for travelling stock it cannot be surpassed; there is plenty of water and grass in all seasons, and only about 3 miles of freehold land to go through from the Fish River to the Winduella Reserve, and there being reserves at equal distances for camping places for stock right through.

There is the old road quite plain that has been used for the time mentioned in this petition, and slip-rails left all through each property, therefore we hold we have a legal claim upon the said road for it being allowed to be used as a thoroughfare for such a number of years, even if there were no other claim, and we assume besides that right that there is a road left according to the tracing on the Government

maps.

maps. A village reserve would never be left without a right-of-way being left to them. We feel confident that no Government will be so unjust as to allow the interest of two or three individuals to interfere with such a public benefit.

We, your humble petitioners, therefore beg and pray that you will give this petition your wise consideration and grant our request as soon as possible.

We have, &c.,
FREDERICK SHEPHERD,
DENIS O'BRIEN,

And 134 others signing petition.

Forwarded to Mr. District-Surveyor Twynam for report in connection with previous instructions.—
A. J. STOPPS (for Surveyor General), 23 March, 1881, No. 162.

Mr. Surveyor Atchison for inspection and report.—E. TWYNAM, D.S., 13 May, 1881. Report herewith.—JAMES L. ATCHISON, Surveyor, 30 July, 1881.

No. 4.

Mr. A. Henderson to The Secretary for Mines.

Sir,

Wheeo, 13 June, 1881.

I beg to call your attention to what seems to me the absurd and unjust way to the public in which Mr. Surveyor Atchison is acting in the case with reference to the road that has been petitioned for and signed by 136 inhabitants of this district, from the Winduella Village Reserve to the Fish River; instead of inspecting and reporting upon the road petitioned for, he goes searching about the bush to see if he can find another road, and what seems to me the most absurd thing of all, he asks Mr. Isaac Shepherd to mark him out a line, I suppose for the road. I may mention the road petitioned for goes along an old road that has been used for years through an old grant of Mr. I. Shepherd's, and Mr. Shepherd is the only one that objects to the road petitioned for, and Mr. Atchison knows it. I need not say the line Mr. Shepherd marked goes any where near the road petitioned for, and would be useless to the public, not even a horseman can get along it for the creeks and gullies. I am certain five hundred pounds (£500) would have to be spent before a dray could travel it—it would have to be all cleared and bridged. There is no water on it at all—missing the reserve that would be such a public benefit to travellers on the road petitioned for, besides being much longer. It is plain to every one that the road Mr. Shepherd has marked is to suit his own interests and not the public benefit, as can be proved by every one in the district. I as a selector, and with an interest to the public, protest against the line marked by Mr. Shepherd instead of the road petitioned for, for it seems to me that the country is coming to a pretty state if the interest of one private individual is to be considered before a petition of the public. I am writing to protest against such an unjust thing, if Mr. Surveyor Atchison does not recommend the road petitioned for but the other road Mr. Shepherd has marked, for you to hold an inquiry whether the road petitioned for is not the best road, and will be the most public benefit. It is beyond doubt Mr. Atchison thinks a road is required, and now it rests whether we get a road that will require hundreds of pounds spent on it before it can be used, and then it will be of no benefit to the public, or whether we get a road that if thrown open it is made nearly all the way, and the public can travel on it at once without one sixpence spent on it, and about the best road in this part for water and grass for travelling stock, and will be an everlasting public benefit.

Knowing and praying that you will consider the public interest before that of a private individual.

I have, &c.,
A. HENDERSON.

No. 5.

Petition from Landowners, &c., District of Wheeo, to The Secretary for Mines.

Wheeo, 15 June, 1881.

WE, the undersigned landowners, free selectors, carriers, and others that are interested, beg to protest against any other road than the one that has been petitioned for by 136 of the most influential and interested inhabitants of this district, viz., the road to start from the Winduella Village Reserve through Ferris's selection, along the old road through Isaac Shepherd's conditional purchase, crossing the Wheeo Creek at the old crossing of the old road, thence along the old road through Simcon Lord's grant down Burronanda Creek, still along the old road to the Wheeo Village Reserve, through the reserve along the old road to the Fish River or the best road. There is no other line of road that can be got other than the one mentioned and petitioned for that will be any service whatever to the public; in fact, there is no line without hundreds of pounds being spent upon bridges and clearing, can be travelled on with an empty dray, and then it will be useless for the want of water to carriers and travelling stock.

The road petitioned for is an old made road, it having been used for years, and would not want a shilling spent on it before drays could travel it, and it is the shortest, best, and most direct road from the Fish River, Hovel's Creek, Reid's Flat, and Cowra (besides having a good supply of water on it); to the townships of Binda, Crookwell, and Goulburn, and we are positive it would be a great feeder to the tramway at Crookwell, where we feel sure a tramway must come in a very short time. Besides being a route that will afford selectors an opportunity of mail communication with the advantage of the shortest and most direct way for the mail to run through to Reid's Flat and Cowra from Wheeo.

We, the undersigned humble petitioners, beg most respectfully to urge the necessity of at once opening the said road petitioned for, and can confidently state that with only one exception the public are unanimous, that the necessity and great public benefit the road would be, that we have every reason and right to expect that the interest of the public will be considered before the wish of one private individual.

Praying you will give the matter your wise consideration and deal with the matter as soon as possible.

We have, &c.,
FREDERICK SHEPHERD,
JOHN CUMMINGS,

And 226 others signing the petition.

The

The Surveyor General, B.C., 15/7/81.—G.E.H., *pro* U.S.
 Forwarded to Mr. Surveyor Atchison, in connection with former instructions to him. Letters from Messrs. A. Henderson and F. Shepherd are also herewith for Mr. Atchison's consideration.—A. J. STORRS (for Surveyor General), 18 July, 1881, No. 81. Urgent.
 Report herewith.—JAMES L. ATCHISON, Surveyor, 30 July, 1881.

No. 6.

Mr. F. Shepherd to The Secretary for Mines.

Sir,

Wheoo, 29 June, 1881.

I beg to call your attention to what seems to me a great injustice as well as an injury to this district and the public at large, and feel sure it will never repay if you give your sanction.

A petition has been presented to you praying that a road from the Winduella Village Reserve to the Fish River, county of King, might be proclaimed and thrown open to public use; first, because it is required by the public; second, because we have a right to it by usage. A surveyor is sent up to report and inspect the road petitioned for, but before he inspects the whole of the road and sees whether it is practicable, he goes looking about to see if he can get another one that will do, and while he is away in Goulburn he asks the only person (I say the only person because we can prove it), that is opposed to the road petitioned for, to mark a line out (I should say a queer thing for a person to do that is sent up by the Government) which he does, and strange to say, exactly the same way that person took the surveyor the day before. Now, sir, I ask if it is justice or to the interest of the public to allow the only person that is opposed to the petition of 136 of the most influential and interested inhabitants to be asked to do such a thing, for the public are unanimous as to which is the shortest and best road, and which route would be the most public benefit. One road can be travelled on at once without one shilling being spent on it, it being an old road used for years nearly all the way, a splendid road with plenty of water for travelling stock, and a Government reserve about midway between Fish River and the Winduella Reserve. The other line that is marked out for the surveyor a horseman cannot travel it, and would cost hundreds of pounds for bridges and clearing, before even an empty dray could travel, and then it would be of no use to the public, as there is not a drink of water on it for miles. In fact, one road would be an everlasting public benefit, and which would be an outlet to the Wheoo Village Reserve, the other road would be of no use at all to any one, and would take so much money to make it so that a horseman could travel it. We ask for a road that does not want any money spent on it. I mention two roads because there is the one that is petitioned for, and the other is the one that the only person that is opposed to the one petitioned for marked out. I think I hardly need ask which one ought to be granted, the one that is the shortest, the best, and petitioned for by 136 inhabitants, or the one that will suit the convenience and wish of one single individual, and no use to the public.

The surveyor made the objection that the road petitioned for comes partly through freehold land, and there is not sufficient traffic to warrant it, although the road would go through a grant for about a mile, it goes along an old road that has been used between twenty, thirty years, or more, and that road has the mile trees numbered from Burrowa to Wheoo, and I presume it was surveyed by Mr. Government Surveyor Townsend. It is many years since it was done, but the marked trees are there now.

It hardly seems feasible, there being sufficient traffic to warrant a road being made that will cost hundreds of pounds, and then be of no public benefit, and at the same time not sufficient traffic to take the road, that is the unanimous wish of the public, and that would be of great public benefit. I hold there is sufficient traffic to warrant the Government, considering the wants and requirements of the public before one single individual, and take the road that will be the best, shortest, and most direct road to our nearest townships of Binda, Crookwell, and Goulburn, even if it does interfere, and is against the wish of the single person.

I am writing to protest against such an injustice, if the report is against the public interest, and petition and pray if it is so, for a surveyor from Sydney to be sent up to report upon the road petitioned for.

Feeling confident you will give the matter your wise and careful consideration.

I am, &c.,

FREDERICK SHEPHERD.

The Surveyor General, B.C., 1/7/81.—G.E.H., *pro* U.S.

No. 7.

Mr. Surveyor Atchison to The Surveyor General.

Sir,

Goulburn, 30 July, 1881.

1. Referring to your B.C. instructions herewith, as noted in margin, to report upon certain letters and petitions from inhabitants and others, praying for the survey and opening of a road from the Goulburn and Burrowa Road, at the Winduella Village Reserve through part of the Wheoo Estate to the settlement in the neighbourhood of the Fish River, in the county of King, I do myself the honor to state that in accordance with instructions from Mr. Twynam, district surveyor, I have made a comprehensive inspection of the locality with respect to means of thoroughfare, and have now the honor to report as follows:—

2. On the accompanying tracing I have shown by red and blue tinting the enclosed lands held under lease from the Crown, and in fee simple, &c., by Messrs. Isaac and Frederick Shepherd respectively, the former being shown by light, and the latter by deep tinting; I have also shown the settlement to the west of these properties likely to be interested in the road desired, which is shown by a firm blue band.

3. It will be observed on reference to the tracing that the proposed road passes for a considerable distance through the portion of the Old Wheoo Estate held by Mr. Isaac Shepherd, who would strongly object to any such severance of his enclosed freehold property, and as I understand there would be no objection to the opening of the remainder of the road desired, which passes principally through Crown
Lands,

Lands, the main question in this case appears to be the policy or necessity for such severance, having in view the present and probable future traffic, which may be the result of increased settlement in the neighbourhood.

4. Many years ago, before fencing became general in this locality, and when the quantity of land alienated was insignificant, the country for miles around being held by comparatively few settlers, principally under lease from the Crown, several tracks (shown approximately by black dotted lines on tracing) were in use from Old Wheeo, the late Mr. Isaac Shepherd's head station, leading to Narrawa, Goulburn, Binda, &c., and it is now desired by the petitioners to open for public thoroughfare a road from the Fish River and along a portion of one of these old tracks leading through the village reserve on Burrawinda Creek, and thence through Simeon Lord's, now Isaac Shepherd's, 2,045 acres, and past his homestead on portion No. 21, parish of Romner, to the Binda and Wheeo Road, for the purpose, it is stated, of providing direct means of access to Goulburn, Crookwell, and Binda, from a large settlement; and also a road which would be of general public utility as a road or thoroughfare for the whole district. It is moreover alleged by the petitioners that by right of user they can claim thoroughfare in the direction of the road desired.

5. As far as right of user is concerned through the Wheeo Estate from the Wheeo and Binda Road to the village reserve on Burrawinda Creek, it is very difficult to obtain satisfactory evidence. Mr. Frederick Shepherd, on behalf of the petitioners, on the one hand alleges that there has been a track in continuous use through this portion of the estate in the direction desired, for a sufficient time to give them right of user, whereas the proprietor, Mr. Isaac Shepherd, asserts that the track in question for many years past, in fact since the alienated lands in this locality were enclosed, has been used only for station purposes, and that the petitioners have not had undisputed thoroughfare for a sufficient time to give them the right they claim. I have inspected this track, which from the village reserve leads to the selections of Messrs. Cartwright and Scotson, on Burrawinda Creek (who have been, I understand, in the employment of the Shepherd family for many years past), and though it appears to have been in use for a considerable period, the wheel traffic latterly has apparently been of the most casual and insignificant description. The continuation of this old track (shown by black dotted lines) leading through the village reserve towards Narrawa was obstructed about twenty years ago by the erection of a fence within the reserve which is still in existence. It has also been obstructed by the settlement in the parish of Narrawa, and it will be observed that it has not been reserved in any of the numerous measurements in that locality, showing that for many years past it has not been considered necessary for the public convenience. Tracks upon which the wheel traffic appears to be so casual that they are apparently used principally by horsemen, have been in existence I understand for years past, from Messrs. Cartwright and Scotson's selections towards Narrawa, and from Callaba Creek, in the direction of the road petitioned for crossing the Bramah Creek and the Fish or Lachlan River to the settlement, parish of Narrawa, as shown approximately by Crown Lands on tracing; but there never appears to have been a thoroughfare towards Goulburn in the position of the road desired, nor has there apparently been any thoroughfare through the Wheeo Estate since fencing became general, though the track from Cartwright's to the head station through Simeon Lord's grant may have been used occasionally on sufferance by others than those employed on the work of the station; and though the evidence which I have been able to gather is very conflicting in this respect, the appearance of the tracks which I have mentioned would lead me to suppose that the petitioners would have very much difficulty in proving their claim to right of user.

6. A road has lately been surveyed in the position shown by a blue dotted line on tracing from the settlement, parish of Narrawa to Dalton and Gunning, which will carry the traffic from the greater number of portions located between it and the river, and form the scope of country held by the Messrs. Shepherd; it will be seen that the settlement at present mainly interested in the provision of direct means of access to Goulburn, &c., is situated on the left bank of the Fish or Lachlan River, in the vicinity of Dryburgh, Nimby, Reid's Flat, Hovell's Creek, &c. The settlers located on these portions are engaged in agricultural and pastoral pursuits, and appear to have been rather awkwardly situated for years past in respect of direct means of thoroughfare. They have been obliged to use several tracks from their lands to the main Goulburn and Burrowa Road, which have been altered at different times, as circumstances such as the washing out of creek crossings and the erection of new fences have rendered necessary, and at present the greater number of them use a track to the main road on sufferance, in places as shown approximately by a vermilion band on tracing which is a considerable way round; they are therefore naturally anxious to have a direct road defined for their requirements, so that in time funds may be appropriated for its improvement and maintenance.

7. I am of opinion that were a practicable and direct means of thoroughfare provided by the Government in the direction of the road petitioned for, traffic would in time become of some importance, as a road in the direction desired would provide a much more direct means of access to Goulburn, Crookwell, and Binda, than at present exists from the settlement beforementioned, and it would also, I believe, be the means of settling to a great extent the large amount of unalienated lands along its course.

8. With regard to the relative importance of the townships beforementioned, having in view the position of any road in the direction desired, Goulburn being on the railway line, and of great commercial importance, will always be the main outlet from this part of the country; and as far as Binda and Crookwell are concerned it appears to me that even the provision of practicable means of thoroughfare would not be the means of drawing the bulk of the traffic to the former place, which has been at a standstill for years past, and is likely to remain so; whereas Crookwell, though more distant, is at present a township of considerable importance and is gradually improving, and thus provides a better market for produce; moreover, the road from Wheeo to Binda in its natural condition is not to be compared to the road from Wheeo to Crookwell, which has lately been much improved by the Works Department and is now in a very fair state of repair. It is also probable that at some distant date it may be considered advisable by the Government, in the interests of the large agricultural settlement around Crookwell, to construct a tramway from that township to Goulburn.

9. I have therefore considered the possibility of providing with as little severance of freehold estate as possible a direct and practicable means of thoroughfare towards Goulburn and Crookwell, which undoubtedly are the main townships in this locality; and, after a careful inspection of the country, I find that instead of continuing the proposed road from the village reserve on Burrawinda Creek through the Wheeo Estate, which would cause considerable injury to enclosed freehold property by severance for a prospective traffic, a much better road is to be obtained to the west of the freehold, as shown on tracing by
double

double red lines. This road would pass along a comparatively level range dividing the waters of Burrawinda and Stoney Creeks, and thence either through the corners of J. Shepherd's and J. Cartwright's 820 and 1,920 acres respectively, or along the boundaries of those grants to the main road from Goulburn to Burrowa. With regard to these alternative routes, the former is the shortest and best and is naturally practicable, whereas the latter would cross two washed-out gullies, shown on tracing, which would require an immediate expenditure of between £50 and £60 to make them practicable for wheel traffic; and, therefore, if severance is not considered objectionable, the first mentioned line should probably be adopted as being the shortest and least expensive. The portions of Messrs. Shepherd's and Cartwright's grants which would be severed by the proposed road are now the property of Mr. Frederick Shepherd, and are within an enclosure containing Crown Lands; they would not, therefore, be considered as enclosed under the practice of the department in opening parish roads.

10. It is proposed by the Government to subdivide a considerable area of land in this district in anticipation of demand; and in accordance with instructions from Mr. Twynam, District Surveyor, I have designed for such a purpose certain lands, parishes of Wheeo and Narrawa. The form of such subdivision, which will shortly be carried out, is shown by red lines on tracing; and it will be observed that the road which I propose will not only provide access to the main Goulburn and Burrowa Road from these portions (which would be necessary in any case), but it reaches this main road in the shortest possible distance, and would be quite as short a road from the Fish River to Goulburn and Crookwell as the road petitioned for; moreover, the latter is objectionable in an engineering point of view, as it crosses the Wheeo Creek twice and the Lost River once, which is entirely avoided on the road which I propose.

11. As far as direct means of access to the township of Binda is concerned, it will be observed that a road has been left in the proposed subdivision to the boundary of the freehold lands of Messrs. Isaac and Frederick Shepherd, from whence a practicable road is to be obtained along this boundary to the Wheeo Creek, and thence through portion 41 to the road reserved between portions 99, 100, and 112, and thence through Crown Lands to the Wheeo and Binda Road, as shown on tracing by a dotted vermilion line; and should the proposed subdivision cause a larger settlement in this neighbourhood, or should the present conditions of traffic alter to any extent, it might be advisable to have this proposed road, which does the least possible injury by severance, opened for public thoroughfare; but the possibility of much traffic in this direction appears to me to be so remote that at present I cannot advise even this slight severance of private estate.

12. Referring to Messrs. F. Shepherd's and A. Henderson's letters herewith objecting to the road which I have proposed, I would state that the latter is a youth in the employment of Mr. Shepherd, and as the letters contain substantially the same statements they may be dealt with as one. It is alleged that the alternative line which I have proposed is impracticable on account of creeks and gullies for even a horseman to travel, and that at least £500 would have to be expended to make it fit for traffic of any kind. It is also stated that it would be useless for travelling stock and teamsters, as access would not be provided to any water along its course, and that it is naturally unfitted for a means of thoroughfare. These statements are without the slightest foundation, in fact the alternative road proposed by me passes along a comparatively level range for the greater part of the way and does not cross any creeks though it is close to permanent water, and were the scrub cleared in a few places it would be quite practicable for wheel traffic without any further expenditure. Being through new country it would undoubtedly be a little soft in the winter months until beaten by traffic, but this also applies to a considerable portion of the road petitioned for and is always to be expected for a few seasons in any new country. In this case however the inconvenience would not be felt, as I have been informed it is the practice of the settlers in the neighbourhood to travel with their heavy loading during the summer months. It will also be observed on reference to the tracing that ample access has been provided to all the reserves along its course.

13. In conclusion I would state that the advantages offered by the alternative line are:—That following a level range it is naturally good; that it would provide access from the proposed subdivision to the main road, which, as I have before stated, would be necessary in any case; it does the least injury by severance, and reaches the main road, which has been maintained by the Government for many years past, in the shortest possible distance, and thus makes a portion of this road available for the traffic to Goulburn and Crookwell, whereas this portion of the road petitioned for would follow the course of Burrawinda Creek, causing considerable injury to enclosed freehold estate by severance. It would not provide the necessary access to proposed subdivision of unalienated lands in this locality, and as before stated it would cross the Wheeo Creek twice and the Lost River once, which is entirely avoided on the line which I have proposed, and which, though it may be objected to by a few from different motives, would I am sure be acceptable to those resident on the left bank of the Lachlan River, who are, as I have before shown, the most interested in the matter; and whose only desire is that a direct and practicable road should be provided for their requirements without insisting on any particular line. I would also point out that the opening of the road desired by the petitioners past Mr. Isaac Shepherd's homestead on portion 21 could be successfully resisted by him under the provisions of the 2nd section of the Act, 4 William IV No. 11.

14. Under the circumstances of this case, and having in view the interests of all concerned, I would beg to recommend the survey for opening under the provisions of the Parish Roads Act of the line marked ABC on tracing.

I have, &c.,

JAS. T. ATCHISON,

Surveyor.

On the part of those concerned there has been much local feeling imported into this matter, and it is not probable that any arrangement of roads would afford satisfaction to all. The case has received careful consideration, and the line of road recommended to be adopted and undoubtedly is the best to be obtained in respect of natural conditions and general public convenience, whilst it has the manifest advantage of avoiding so large a severance of alienated land as would be necessary in the opening of the road applied for.

Under all the circumstances I would advise that authority be conveyed to me for the survey of the road proposed by Mr. Surveyor Atchison (ABC on sketch herewith), a part of which intersecting freehold land must be resumed under the provisions of the Parish Roads Act. Touching the suggested branch road towards Binda, any such road must evidently intersect alienated land, and the route indicated (red dotted line) is that which will cause least damage to proprietary interests and will at the same time meet probable local requirements.

At

At present there is little or no traffic in direction of Binda, certainly not sufficient to justify the interference with private estate involved in the opening of this road, neither is there probability of alteration in the conditions of traffic in this locality; therefore I do not advise survey of this branch road. There is no necessity for immediate action, and the question may await the progress of settlement.

Submitted.—E. TWYNAM, D.S., 5 August, 1881. The Surveyor General.

No. 8.

Minute of Surveyor General.

17 August, 1881.

As in the event of either of the two roads being adopted the Works Department will probably be asked to expend money upon it. The Chief Commissioner and Engineer of Roads should now be referred to, perhaps, and requested to obtain from his local officer a report as to the merits of the two roads, in view of the cost relatively of their construction and maintenance.

The road recommended by Mr. District-Surveyor Twynam and Mr. Surveyor James T. Atchison is for the greater part being laid out in the subdivision of the Crown estate now being made.

A. J. STOPPS,
(For Surveyor General.)

Submitted.—H. W., 23/8/81. Approved.—F. B. S., 23/8/81. The Under Secretary for Public Works, B. C., 24/8/81.—G. E. H., *pro* U. S. Roads, B. C., 24/8/81.—J. R. Mr. Wood, for report.—F. W., 25/8/81. Report herewith.—A. P. WOOD, 26/9/81, Commissioner for Roads, B. C.

No. 9.

Mr. I. Shepherd to The Secretary for Mines.

Sir,

Wheoo, 22 September, 1881.

Seeing that Mr. Teece has moved in the House that all papers in reference to the proposed Fish River and Wheoo Road should be laid upon the Table, I do myself the honor of drawing your attention to the following facts in connection with the case:—

1. That the petitioners state that the road asked for has been used by the public for over thirty years, this statement is totally untrue. The track has been obliterated in many places, and no traffic beyond that appertaining to station work has passed over it for thirty-two years to my individual knowledge; the track has also been fenced across for twenty-five years, and no attempt has ever been made by any one to use it. The present agitation having arisen by two persons, viz., Mr. F. Shepherd and Mr. A. Ferris, who got up the petitions and obtained a number of signatures from persons, four-fifths of whom have no interest whatever in the road and live in places altogether away from and unlikely ever to use it; and this was done with a view of injuring that portion of my property through which it was proposed to pass.

2. That a more practicable and better road in every way has been surveyed by and at the instance of Mr. Surveyor Atchison; and many of the persons interested have inspected this survey and expressed themselves perfectly satisfied with it, and are ready to accept the road as recommended by the surveyor in preference to that asked for by the petitioners, these persons being many of the same who signed the former petitions and whose names will be found attached to that now forwarded under cover with this letter.

I therefore have the honor respectfully to request that the prayer of the petition now herewith may be granted and the survey completed forthwith, so that the road may be opened for traffic with as little delay as possible.

I have, &c.,
ISAAC SHEPHERD.

Acknowledge and inform no action will be taken until after papers have been laid upon the Table of the House.—G. E. H., *pro* U. S., 24/9/81.

No. 10.

Petition from Residents of Wheoo and Fish River Districts to The Secretary for Mines.

RESPECTFULLY SHOWETH,—

22 September, 1881.

1. That your petitioners are residents of Wheoo and Fish River, county of King, and are interested in the question of the proposed road from Wheoo to Fish River which your petitioners understand has been applied for, along a line of route passing through the private lands of Mr. Isaac Shepherd.

2. That your petitioners are informed that certain representations have been made to you alleging that the road as asked for by the applicants has been used by the public for upwards of thirty years, which statement your petitioners know to be incorrect as regards the part of the road which passes through Mr. Shepherd's property, the truth being that the road or track referred to has only been used by the owners of the property for station purposes, and by persons having business in some way or other in connection therewith.

3. That your petitioners believe that most of the persons who have signed the petition in favour of the line of road above mentioned are persons who are not interested in the matter, and who would scarcely ever (if at all) have occasion to use it.

4. That your petitioners are acquainted with the line of road as proposed by Mr. Surveyor Atchison, and your petitioners have no hesitation in asserting that such line of road is better than the line asked for by the applicants. The distance is no longer, the road is more practicable, and it passes for the most part through Crown Lands.

Your petitioners therefore pray that you will be good enough not to sanction the opening of the road as asked for through the freehold lands of Mr. Isaac Shepherd, but that such road may be according to the deviation proposed by the Government Surveyor.

H. SELMES,
S. SELMES,

And thirty-three others signing petition.

22 September, 1881.

WE, the undersigned residents of the Fish River, having been appointed by the landowners in that locality to examine the road as recommended by Mr. Surveyor Atchison, and if we approve of it to sign this petition on their behalf (we having also signed the former petitions in respect of this matter), beg to say that we have now done so, and being satisfied in the matter, fully endorse the Surveyor's report, and request that the road as recommended by him should be open as soon as possible for public traffic.

J. CUMMINGS.
W. BALGOWAN.
J. PUGSLEY.

No. 11.

Mr. Assistant Engineer for Roads A. P. Wood to The Commissioner for Roads.

Sir,

Road Office, Goulburn, 26 September, 1881.

In pursuance of your instructions, I have to forward the following report on the road referred to in the accompanying papers, which is intended to give the settlers on Callaba Creek, Fish River, and the intermediate and adjacent country, a more direct outlet to the Crookwell and Goulburn markets.

From Callaba Creek to the point "B" shown on tracing attached, the proposed survey is common to both the lines referred to, viz., to that recommended by Mr. Surveyor Atchison in his exhaustive report, and to that petitioned for by Mr. F. Shepherd and others.

From "B," the road proposed by the Survey Department follows the crest of Baxter's Range to near its junction with the Wheeo and Burrowa Road at "A." The gradients along this line are easy, with good natural drainage, while the soil is of a sounder nature than that on the greater portion of the line applied for by the petitioners.

The distance by this route from "B" to the junction with the other line at the Winduella Village Reserve is 8 miles, and if this $2\frac{3}{4}$ miles is common to the Wheeo and Burrowa Road. From the junction with this latter road to "B" about 5 miles passes through Crown Lands, and will under any circumstances be left in the subdivision of same, which is now being carried out; the balance of the length, about 1 mile, passes through Mr. F. Shepherd's property, and does but little injury to the owner by severance, &c.

Clearing will be the chief, if not the only work, that will be required on this road for many years, and I estimate the cost of carrying this out at £150.

The road applied for by the petitioners, shown by blue line on attached tracing, is claimed by them on the ground of "right of user;" consequently, in making my report, my views regarding this route will be confined to the actual track without reference to any deviations therefrom by which the general line could be improved. This course is the more advisable as I feel well assured that unless the petitioners can establish the claim they set up ("right of user") the Lands Department will not survey and open a road by this route, involving, as it will do, such sacrifice of private interests in the severance, &c., of Mr. Isaac Shepherd's property, while there is another and much better line available to meet the present and future requirements of the district.

This road crosses the Wheeo Creek on the boundary of the Winduella Village Reserve, and within that reserve crosses the Lost River, thence passes over some rotten flats east of A. Ferris's selection, over broken country within that selection, and again crosses the Wheeo Creek near Mr. Isaac Shepherd's homestead. This last crossing is a very bad one, as in flood time about 8 or 9 chains of the flat is under water and, judging by the drift timber, impassable. After crossing a sound ridge west of this creek the road follows the Burrowinda Waters, and would cost a large sum of money to construct and maintain.

The three crossings mentioned would eventually have to be bridged, and very considerable lengths of metalling would be more immediately necessary to make this road as suitable for traffic as the line recommended by the Survey Department is naturally.

There is no saving of distance by this line as between the points of junction, but in estimating the ultimate cost of construction there will be, after deducting the $2\frac{1}{2}$ miles common to the Burrowa Road by the other route, an actual loss by this line equivalent to the cost of constructing that $2\frac{1}{2}$ miles of road and the cost of maintaining same in perpetuity.

Under these circumstances I have no hesitation in fully endorsing Mr. Surveyor Atchison's recommendations, and would strongly advise the adoption of the "AB" line as a portion of the road from Winduella to the Fish River, instead of the line applied for by the petitioners.

I have, &c.,

ARTHUR P. WOOD,

Assistant Engineer, Roads and Bridges.

After studying these reports I strongly recommend the adoption of the road as recommended by Messrs. Wood, Twynam, and Atchison, and that the petitioners for the other line be so informed.—F.W., 15/10/81. Under Secretary, B.C.—Inform J.L., 20/10/81. The Under Secretary for Mines, B.C., 21/10/81.—J.R. The Surveyor General, B.C., 22/10/81.—G.E.H., *pro* U.S. The Surveyor's reports being thoroughly borne out by this report from the local Road Superintendent it is recommended that the line of road advocated by them be laid out with a view to its proclamation, &c.—A. J. STORRS (for Surveyor General), 22 October, 1881.

No. 12.

The Under Secretary for Mines to I. Shepherd, Esq.

Sir,

Department of Mines, Sydney, 26 September, 1881.

With reference to your letter of the 22nd instant, enclosing a petition from certain residents of Wheeo and Fish River respecting a road between those places, I have the honor to inform you that no action will be taken in the matter until after the Return called for by Mr. Teece, M.P., has been laid upon the Table of the Legislative Assembly.

I have, &c.,

HARRIE WOOD,

Under Secretary.

See No. 9.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROADS FROM GUNNEDAH TO BARRABA.
(CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 5 July, 1881.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 22nd February, 1881, That there be laid upon the Table of this House,—

“Copies of all Correspondence, with tracings (if any), that has taken place between the Government, the District or any other Surveyors, or other person, respecting the opening up of Roads from Gunnedah to Barraba, since the Order of this House of the 4th November, 1879, to the present time.”

(*Mr. Joseph P. Abbott.*)

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1879-80.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD FROM BARRABA TO GUNNEDAH.

(FURTHER CORRESPONDENCE, &c.)

Ordered by the Legislative Assembly to be printed, 2 June, 1880.

FURTHER RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated 6 May, 1879, That there be laid upon the Table of this House,—

“Copies of all Correspondence (with tracings, if any) that has taken place between the Government, the District or any other Surveyors, or any other person, including Surveyor M'Master's Report, respecting the opening up of the road from Barraba to Gunnedah, including both the one *via* Weetalibah to Rangira and Borah and the one *via* Carroll and the Peel and Namoi Crossings.”

(Mr. Dangar.)

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ROAD FROM BARRABA TO GUNNEDAH.

No. 1.

Legislative Assembly.—Questions and Answers.

Question.

ROAD from Barraba to Gunnedah :—*Mr. Cameron*, for *Mr. Dangar*, asked the Secretary for Mines,—

1. In view of the speedy opening of the Railway to Gunnedah, which is 20 miles nearer Barraba than Tamworth, and money having been voted to expend on this road—Have any instructions been issued; and if so, when, and to what surveyor, and the date of such, for marking and surveying a road from Barraba to Gunnedah?

2. Has the work been commenced; if so, what progress has been made; if not, when will it be?

Mr. Baker answered:—

1. Yes; to *Mr. Licensed-Surveyor Loder*, in October, 1878.

2. Yes; the road has been laid out through measured portions in the county of Nandewar.

Date of question, 23/4/79; date of answer, 23/4/79.

Mr. Landers,—Obtain papers by telegram.—*R.D.F.*, 25/9/79.

Telegram from the Surveyor General to *Mr. Licensed-Surveyor G. Loder*, Tamworth.

Return paper, Roads 78/159, transferred by *Mr. Dist.-Sur. Dewhurst* to you at once.—*J. F. LANDERS*, Secretary and Cashier (for Surveyor General), 25/9/79.

Reply :—Papers 78/159 were transferred by me to district surveyor in April last; they will be transmitted to you to-morrow.—*GEORGE LODER*.

No. 2.

Legislative Assembly.—Question and Answer.

Question 3.

Mr. Bennett to ask the Secretary for Public Works,—When will tenders be invited for the erection of a bridge over the River Namoi, at Gunnedah; and the new line of road from Gunnedah to Barraba be notified in the Government Gazette, and opened for general traffic.

Mr. Lackey answered:—

Tenders for the bridge over the Namoi, at Gunnedah, will be invited in about a month from this date.

Date of question, 6th November, 1879; date of answer, 6th November, 1879.

No. 3.

Mr. I. Winter to The Secretary for Mines.

Sir,

Sydney, 21 November, 1879.

I have the honor to place before you the following case, which I respectfully ask be dealt with as I suggest, if, upon reference to the proper officer, the matter be found to be as I herein state.

The facts are as follows :—

A main road has been in existence for many years from Gunnedah to Barraba, by way of Carroll; it is also a stock road, and is freely used.

Recently a road has been surveyed from Gunnedah to Barraba, and which passes through my run and freehold land, "Tulcumbah" Station.

The late survey, if carried out, will be only about two miles shorter, but it passes through no settlement or population, and will do me an injury without benefiting the public, whereas the road by way of Carroll is fairly peopled by small farmers, who have there a ready market for their produce to carriers and others on the road. I therefore ask that only the old road be allowed. Of course I am writing in my own interest, and I do not wish my unsupported statement to be believed without due inquiry.

I therefore respectfully urge that no further steps be taken until after report on the subject be received.

I may add that the new proposed road will be more expensive to keep in order, and in time of floods is impassable for many miles; this also can be proved.

I have, &c.,

IRVING WINTER.

The Minister wishes a copy of the enclosed tracing to be made, showing the position of the line of road marked thereon in pencil, in order that the enclosed tracing may be returned to *Mr. Dangar*, M.P. The Minister also wishes action in respect to the line of road marked on the tracing as "Proposed new line of road" to be stayed till a report upon the pencil line shall have been obtained, and that such report be obtained with the least possible delay.—*The Surveyor General*, B.C., 8/12/79.—*H.W.*

The Surveyor General, B.C., 10/12/79.—*G.E.H.* (p. U.S.)

Tracing now to be sent to *Mr. Dangar*, M.P., as directed by the Minister for Mines, copy having been made and placed with papers.—*A. J. Storps*, 19/12/79,

Please return for further action.

It

It is recommended that Mr. Winter be informed that there is no intention of closing the road *via* Carroll; also that the road shown on the tracing accompanying his letter, and described thereon as "proposed new line of road," is in fact a road in existence provided in the subdivision of Crown Estate, and forming boundaries of alienated lands in some cases, and reserved through them in others, the continuity of which it has been considered necessary to complete recently by survey of a road through a few portions of land where it did not previously exist.—ROBERT D. FITZGERALD (for Surveyor General), 22 January, 1880.

No. 4.

Mr. District-Surveyor Dewhurst to The Surveyor General.

Sir,

Tamworth, 29 November, 1879.

In compliance with your memorandum dated 20th November, 1879, I have carefully considered the questions asked in the Assembly, that appear on Paper, Roads 79/1,481, the Ministerial replies to which are strictly in accordance with fact.

Referring however to question 4, which appears to require special notice, I have to report that a road from Gunnedah, *via* Burburgate to Barraba, could be obtained suitable for traffic of all kinds, but that it would, equally with that from Gunnedah direct to Rangari, be far inferior to the road *via* Carroll, as the line is so very badly watered.

Tracing.

2. The statement that this line would be shorter than the one previously applied for by the residents of Gunnedah is obviously incorrect, as you will readily perceive by inspection of the tracing I now enclose, for with Gunnedah as a starting point the road would be taken to Burburgate or the reserve near it 7 miles (a "board" in which about 1 mile of direct distance would be made), thence to portion No. 20, parish of Vickery; thence to portions 92, 91, parish of Mihi; and thence along the track leading to Rangari, where it meets the road previously petitioned for with such apparent force, but now condemned by the petitioners with equal reason.

3. I may observe, however, that care will be taken in all future surveys not to close the track from Burburgate to Rangari, so that it may always be available for future traffic, if any should arise.

You have been pleased to draw my attention to the petition on Roads 79/1,481. The statements there advanced are substantially correct. There is positively no public expression to be found in the numerous letters that have been written on this subject. There is at present no traffic between Barraba and Gunnedah of any consequence, nor is it at all likely that it will increase to any great extent. The natural outlet for Barraba produce is by the main road to Tamworth, which as I have before observed is suitable and convenient from every point of view, while a branch road exists leading from the main road at Oakey Creek *via* Keepit and Carroll to Gunnedah that promises advantages as to extensive reservations, soil, and water, no other route can offer.

4. In conclusion, it is my duty to submit that, in my opinion, a survey from Burburgate towards Barraba would be an utter waste of time and public money, so far as present public convenience is concerned and in view of action proposed in paragraph 3 of this letter. I have, &c.,

A. DEWHURST.

Under this report I cannot recommend the survey of a road from Gunnedah towards Barraba *via* Burburgate. A travelling stock route *via* Carroll has been established, and there is another road in existence, *viz.*, that which has been left in the subdivision of the Crown Estate (now alienated) in the parishes of Wectalibah, Yarrari, Tulcumbah, Willuri, Rangari, &c., the continuity of which has recently been completed by survey in some five (5) places of a road through portions where it had not previously been reserved.—ROBT. D. FITZGERALD (for Surveyor General), 22 January, 1880.

No. 5.

T. G. G. Dangar, Esq., M.P., to The Secretary for Mines.

Re making and proclaiming of road from Gunnedah to Barraba.

Sir,

Sydney, 9 December, 1879.

Respecting our interview a few evenings ago at Assembly with reference to above subject, and my handing you various papers connected therewith, I will feel obliged if you will kindly have made in the office a copy of Mr. Winter's map which I handed you, and cause his to be returned to me, as I wish to return the same to Mr. Winter, as it bears a record of his purchased land.

I feel sure this subject will receive your earliest attention, as the opening up and marking of this road is much desired by Gunnedah and Barraba people, and will prove much nearer than Tamworth.

I may state that the people wish for and have every confidence in Mr. Surveyor Goodwin to do this work, and would wish you to instruct him to perform it, first examining all the proposed routes and determining the best and most practicable way, the nearest and well-watered, and route for stock. Mr. Goodwin is acquainted with the country, and can make a road less than 30 miles; a stock route should also be proclaimed on this road when decided, passing through Crown and unalienated land, otherwise it will only be a fenced lane.

Parliament has voted money for a bridge over Namoi River at Gunnedah, but site cannot be determined until Barraba and Gunnedah road marked.

I shall be glad to hear from you Mr. L.-S. Goodwin has been specially instructed in the matter.

Yours faithfully,

THOS. G. G. DANGAR.

Road from Barraba to Gunnedah.

30/6/77.—T. G. Dangar applied to have above opened to the public.

Reply received Lands, No. 77/1,316. Sept. 27th, 1877, referred to District-Surveyor Dewhurst for report.

See Votes and Proceedings of Assembly, 1878. Report received. Instructions issued to lay out road through alienated land.

F.

F. Bacon, Gunnedah, May 2nd, 1879.—The present proposed Barraba road is no good, as it is only 7 miles shorter than going round by Carroll, and goes through 30 miles of alienated land. A good road could be made by going down 3 or 4 miles, and striking out by Mick's dam, Bell's selection, and Connor's Gap to Barraba, through Crown Lands, and water at several places, and about 46 miles, would not injure Mr. Wills Allen who is objecting to the present road.

Wants proclaiming half-a-mile on each side, and withdrawn from lease for travelling stock road Gunnedah to Barraba, and then scheduled as a 3rd class road and cleared. Road has been marked through measured portions; it is through Crown Lands it is wanted. A mistake is made bringing road as intended. The road is at present being surveyed mostly through alienated land, and therefore cannot be availed as a stock route. Distance by proposed route is 55 miles, and the first and only water on it after leaving Gunnedah is 35½ miles, and this a tank on purchased land of Irving Winters, which he intends closing. No available water on the whole line.

The distances are as follows:—

Gunnedah to Weetalibah...	...	...	...	...	...	3 miles.
Weetalibah to Rangari ...	...	...	...	...	...	22 "
Rangari to Borah ...	...	...	...	...	...	10½ "
Borah to Barraba ...	...	...	...	...	...	20 "
Total ...	...	...	...	...	...	55½ "

First water at Borah.

Route suggested by "Prudence" is objected to; would necessitate two bridges, one over Namoi, one over Peel, and not reduce distance. The main object is to make the distance from Barraba to Gunnedah less than to Tamworth.

It is proposed to adopt the route Gunnedah to Burburgate; then to Ween; then to Mihi Creek; then to Connor's Gap; then to Barraba, 45 miles; and all the way after leaving Burburgate, 8 miles from Gunnedah is Crown Lands, well watered, and in flood time the bridge at Gunnedah will be approachable; the other route, it is said, will not be so. This way is shorter and preferable, and nature of country better for road and smoother. The road at present being surveyed is almost useless, except for a horseman. Survey of parts of this road were made by Surveyor Loder, but only through alienated land.

No. 6.

The Under Secretary for Mines to T. G. G. Dangar, Esq., M.P.

Sir,

9 December, 1879.

With reference to the letter of Mr. I. Winter, presented by you, in which he objects to the road recently surveyed from Gunnedah to Barraba, which passes through his Tulcumbah Station, I am directed to inform you that the Minister for Mines has requested that a copy of the tracing be made showing the position of a line of road marked thereon in pencil, so that your tracing may be returned, and also that the action on the line of road marked as "Proposed New Line of Road" be stayed until a report upon the pencil line shall have been obtained. Such report has been requested to be furnished with the least possible delay.

I have, &c.,

HARRIE WOOD,
Under Secretary.

No. 7.

The Under Secretary for Mines to T. G. G. Dangar, Esq., M.P.

Sir,

22 December, 1879.

Referring to my letter of the 9th instant, respecting Mr. I. Winter's objection to the road recently surveyed from Gunnedah to Barraba, which passes through his Tulcumbah Station, I have the honor to return you the tracing as stated therein.

I have, &c.,

HARRIE WOOD,
Under Secretary.

No. 8.

T. G. G. Dangar, Esq., M.P., to The Secretary for Mines.

Sir,

22 December, 1879.

You will recollect making a note in the House, and kindly promising to inform me the name of surveyor who had been charged to report upon roads Barraba to Gunnedah, and if it was Mr. L.-S. Goodwin. I shall be thankful for the information.

Yours faithfully,

THOS. G. G. DANGAR.

Urgent. Let Mr. Dangar, M.P., be informed to-day.—H.W., 23/12/79.

No. 9.

The Under Secretary for Mines to T. G. G. Dangar, Esq., M.P.

Sir,

23 December, 1879.

With reference to your letter of the 22nd instant, requesting to be apprised if Mr. Licensed-Surveyor Goodwin has been charged to report on the road Barraba to Gunnedah, I have the honor to inform you that Mr. District-Surveyor Dewhurst has been instructed to report on the road in question.

I have, &c.,

HARRIE WOOD,
Under Secretary.

No. 10.

No. 10.

Messrs. A. Brown and others to The Secretary for Mines.

The Memorial of the undersigned residents of Barraba, Bingera, and Gwydir Districts,—
Respectfully sheweth:—

1. That your memorialists are persons residing in the Liverpool Plains and Gwydir Districts.
2. That they have several times expressed their anxiety to have a road opened from Gunnedah to Barraba. As yet but little notice has been taken of their requests.
3. That they believe that a good road could be surveyed without interfering much with alienated lands.
4. That the advantages derivable from this road being opened would be greatly felt by your memorialists and residents of the above-named districts, inasmuch as it would bring the railway traffic some 20 miles nearer, and over a country not much settled. It would tend to open up the country, and teamsters and travelling stock would avail themselves of the advantages of this road, as the present road to Tamworth is nearly all fenced in. This alone would be a great consideration to travellers, and again the mails would have a quicker transit.
5. Your memorialists would respectfully request that a survey may be ordered, and that Mr. Goodwin, a local surveyor, who has a thorough knowledge of the country, may be instructed to make a survey of said road without delay.

And your memorialists will ever pray, &c.

A. BROWN,
WM. ETHERIDGE,
JOSEPH ARCHIBALD,

And 121 others.

Presented by T. G. G. Dangar, Esq., M.P., 5/1/80.

No. 11.

Extract from letter, Mr. I. Winter to T. G. G. Dangar, Esq., M.P.

Dear Sir,

Tulcumbah, 18 January, 1880.

I am in receipt of your favour of 24th ultimo, referring to the Gunnedah-Barraba Road, and have to thank you for the interest you have taken in the matter in placing the same in a proper light before the Minister for Mines.

I note the proposed road marked in pencil on the plan, and must inform you that in my opinion that route is quite impracticable, as it runs the greater part of the distance along and over a range of mountains with cliffs averaging 100 to 150 feet in height, and so steep that they are almost impassable on horseback, and there being no water except in the low-lying country, and there only in flood-times when the road would be impassable.

I have not the least doubt but that the surveyor's report, when sent in, will confirm my statement in every particular.

No. 12.

Memo. of Under Secretary for Mines.

RETURN papers to the Deputy Surveyor General.

Sir John Robertson, M.P., will see the Deputy Surveyor General on the subject.

H.W., 4/2/80.

No. 13.

The Under Secretary for Mines to T. G. G. Dangar, Esq., M.P.

Sir,

6 February, 1880.

I have the honor to acknowledge the receipt of the memorial from certain residents of Barraba, Bingera, and Gwydir Districts, for the opening of a road from Gunnedah to Barraba, and also a letter from Irving Winter, Esq., respecting the same road, and to inform you the matter shall receive immediate attention.

I have, &c.,

HARRIE WOOD,
Under Secretary.

No. 14.

Mr. A. G. Martin to The Secretary for Mines.

Sir,

23 February, 1880.

Mr. E. Vickery has informed me that instructions have been issued for the survey of a road from Gunnedah to Barraba, which road would, if carried out, pass through his alienated land and his fenced paddocks. I beg first to call your attention to the fact that some few months since a road was marked from Gunnedah to Barraba about eight (8) miles easterly of the route now proposed and nearly parallel to it. It appears to be the desire and intention, not of the department, but of some persons pecuniarily interested in the opening of a road to Barraba, to separate the existing road from Barraba to Tamworth,—a road which is in every respect superior to either of the proposed roads, and the character and position of which is naturally more suitable for the connecting of Barraba with Tamworth railway terminus. In the northern extension of the railway from Tamworth, it is certainly very probable that Barraba will be tapped by this extension to our northern border. If this should occur, as it probably will within a few years, neither one or the other of the roads so proposed to connect Gunnedah with Barraba would be required, and should they ever by any mischance obtain an existence they would be rendered useless and unnecessary by the aforesaid extension.

The route of the proposed road herein specially referred to is some 8 miles westerly of the previously marked road, and for some considerable distance parallel to it, and would pass through Mr. Vickery's

See No. 10

See No. 11

Vickery's Burburgate Run, at the back of which there is a range between Gunnedah and Barraba almost impassable. It may safely be asserted that this proposed road would be impracticable, and in every respect inferior to the previously marked road. If the road formerly marked has been found to be unsuitable and impracticable unless by the expenditure of unreasonable amounts of money, and if its position was such that it would not attract a large traffic, how much less justifiable would be the making of a road under less favourable circumstances, and in a position less likely to attract traffic because further removed from a settled population, and because there is but a small number of persons settled between the townships of Gunnedah and Barraba on the proposed line of road.

I therefore have the honor to request, on behalf of Mr. E. Vickery, that you will not only not open the road referred to, but that you will stay all preliminary proceedings in the matter.

The Surveyor General, B.C., 24/2/80—G.E.H. (p. U.S.)

I have, &c.,

A. G. MARTIN.

It is recommended that applicant be informed that at present there is no intention of opening a road from Gunnedah to Barraba, *via* Burburgate. The district surveyor has reported most favourably of the existing road *via* Carroll, and shortly a road will be available through the parishes of Boorobil, Gunnenbene, Yarrari, Tulcumbah, Willuri, and Rangari, between and through alienated lands, when a few short pieces which have recently been surveyed through alienated land (where no road previously existed) have been proclaimed.—ROBT. D. FITZGERALD (for Surveyor General), 10 March, 1880.

Submitted.—H.W., 12/3/80.

No. 15.

Legislative Assembly.—Questions and Answers.

Department of Mines, Parish Roads Branch, 27 February, 1880.

Question No. 4.

ROAD from Barraba to Gunnedah:—Mr. Dangar asked the Secretary for Mines,—

1. Has the district or any other surveyor's report been received upon the several suggested lines of road from Barraba to Gunnedah; if so, the nature thereof; and if not, when is it likely to be, and will the report be expedited?

2. Has (or will) the district surveyor, or other surveyor deputed by him, personally inspected and travelled over these routes?

Mr. Baker answered:—

1. Yes; Mr. District-Surveyor Dewhurst has reported favourably of the line *via* Carroll.

2. Yes.

Answer, 27/2/80.

No. 16.

Legislative Assembly.—Questions and Answers.

Question No. 2.

ROAD from Barraba to Gunnedah:—*Mr. Coonan*, for Mr. Dangar, asked the Secretary for Mines,—

1. With reference to Papers, "Road Barraba to Gunnedah," ordered by this House to be printed 4th November, 1879,—Will there be any objection to place upon the Table of this House, and have printed, a copy of the whole of the original document marked No. 5, therein alluded to?

2. Are not the words "100,000 alienated" in the fourth paragraph of Mr. Surveyor M'Master's report meant for "100,000 unalienated," and printed wrongly?

3. Is there not more correspondence connected with this road matter not included in this Return in Mines or Works Department, such as Petition from Barraba residents, asking for the opening of this road, &c.; if so, will the same be produced and printed? See No. 11.

Mr. Baker answered:—

1. The original document (No. 5) is the general report of the Road Superintendent for the month of August, 1878, and includes the whole of the roads and bridges in his charge. The extract given respecting the Barraba and Gunnedah road is complete, and the report contains no other reference to it.

2. The words in Mr. Surveyor M'Master's report have been correctly printed—they are "one hundred thousand alienated."

3. There are papers of a later date than the printed Return, and with them is a Petition of the residents of Barraba, Bingera, and the Gwydir Districts, asking for a road between Barraba and Gunnedah, the precise route of which they do not indicate. They will be laid upon the Table of the House.

Date of question, 16/3/80; date of answer, 16/3/80.

No. 17.

Legislative Assembly.—Questions and Answers.

Question.

ROAD from Barraba to Gunnedah:—Mr. Barbour, for Mr. Dangar, asked the Secretary for Mines,—

1. The dates of the several instructions given by the Mines, Works, or Survey Departments (see Votes and Proceedings No. 59, of 27th ultimo, question No. 4, and reply thereto), calling for reports on the different suggested roads from Barraba to Gunnedah, and to what Surveyor issued, particularly the date of the latest instructions so issued.

2. Was District-Surveyor Dewhurst's favourable report upon the road *via* Carroll made previous or subsequent to the date of last instructions for a special report upon the several lines suggested for road Barraba to Bingera?

3. Has the district or any other surveyor reported upon the three suggested roads since they were last instructed; if so, name of surveyor, and date of inspection?

4. Have not three routes been suggested—one "*via* Carroll," one by Burburgate, and an intermediate one—does the reply infer these three routes have been travelled over and reported upon by the district

district or other surveyors appointed by him, with a view to deciding the best road; and, if so, has the whole length of lines being gone over, or merely parts; and if so what portions. If not, will instructions issue to make a thorough inspection of all these lines before deciding the one to be surveyed and opened to the public, having in view a travelling stock road and water for public use.

Mr. Baker answered:—

1. Instructions were sent from the Surveyor General's Office as follows:—District-Surveyor Dewhurst, 22nd August, 1877, transferred to Surveyor M'Master, 28th August, 1877; District-Surveyor Dewhurst, 29th July, 1878, transferred to Licensed-Surveyor Loder; District-Surveyor Dewhurst, 24th April, 1879; District-Surveyor Dewhurst, 28th June, 1879; and the last instructions to District-Surveyor Dewhurst on 20th November, 1879. On the 8th December, 1879, instructions were issued by me to the Surveyor General, but were not sent to the district-surveyor, because he had already reported under date 29th November, 1879.

2. The report referred to was made subsequent to the latest instructions on the subject sent to Mr. District-Surveyor Dewhurst (namely that of 20th November, 1879), which was in connection with a previous instruction to him, issued 28th June, 1879, in compliance with a reply given in Parliament to question asked by Mr. Dangar on 20th June, 1879, relative to road Barraba to Gunnedah, to which questions and the replies thereto Mr. Dewhurst's attention was especially directed, but was prior to my instruction to the Surveyor General of the 8th December last.

3. No report has been received from the district surveyor since 29th November last.

4. The three routes named have been suggested. I am not in a position to state that all the lines have been inspected throughout, but will cause an inquiry to be made, and if not already completely inspected, I will cause a complete inspection to be made.

Date of question, 16 March, 1880; date of answer, 31 March, 1880.

No. 18.

Legislative Assembly—Questions and Answers.

Question 1.

Mr. Dangar to ask the Secretary for Mines,—

1. The dates of the several instructions given by the Mines, Works, or Survey Departments (see Votes and Proceedings, No. 59, of 27th ultimo, Question No. 4, and reply thereto), calling for reports on the different suggested roads from Barraba to Gunnedah, and to what surveyor issued, particularly the date of the latest instructions so issued?

2. Was District-Surveyor Dewhurst's favourable report upon the road *via* Carroll made previous or subsequent to the date of last instructions for a special report upon the several lines suggested for road Barraba to Bingera?

3. Has the district or any other surveyor reported upon the three suggested roads since they were last instructed; if so, name of surveyor, and date of inspection?

4. Have not three routes been suggested—one *via* Carroll, one by Burburgate, and an intermediate one; does the reply infer these three routes have been travelled over and reported upon by the district or other surveyors appointed by him, with a view to deciding the best road; and if so, has the whole length of lines been gone over, or merely parts; and if so, what portions; if not, will instructions issue to make a thorough inspection of all these lines before deciding the one to be surveyed and opened to the public, having in view a travelling stock road and water for public use?

Referring to Mr. Dangar's question No. 1 to be asked on the 31st instant, will the Surveyor General be good enough to obtain from Mr. District-Surveyor Dewhurst, if necessary, the information requisite to answer that part of paragraph 4 as to whether the whole or what portions of the three routes referred to have been travelled over and inspected by the district or other surveyor.

The Surveyor General, B.C., 25/3/80, H.W. Received 3 o'clock, Thursday, 25th March.

Such information as the office materials afford was supplied to Mines a week since, copies of which can be made if necessary. Should anything further be desired, a telegram might be sent to Mr. District-Surveyor Dewhurst.—A. J. STORRS, for Surveyor General (in absence of Surveyor General and Deputy Surveyor General).

Please supply copy and send telegram.—H.W., 25/3/80. Copy of replies sent to Mines, and telegram sent 3.55 p.m.—A.J.S., 25 Mar.

Replies to questions have been previously supplied; the following reply to question No. 4 should however, be substituted for that given some days since:—4. Three routes have been discussed, viz.: The present travelling stock route *via* Carroll, a proposed route *via* Burburgate, and an intermediate route through and between alienated lands. This last road was visited and reported on by Mr. Surveyor M'Master, and portions of it that remained unsurveyed have lately been laid out by Mr. Licensed-Surveyor Loder. Mr. District-Surveyor Dewhurst reports that he has inspected throughout the road Barraba to Gunnedah, *via* Borah and Tulcumbah; also the road *via* Borah, Keepit, and Carroll; only partly the road *via* Connor's Gap, but sufficient to justify his report. He is about to inspect the short length through Connor's Gap, over which he has not yet ridden; but the sudden rise of altitude indicated by Mr. Licensed-Surveyor Loder's survey of the Nandewar range shows its impracticability. Licensed-Surveyors Loder and Dove know the country well and agree with Mr. District-Surveyor Dewhurst.—ROBT. D. FITZGERALD (for Surveyor General), 31st March, 1880.

The Surveyor General may be asked to cause a complete inspection of the routes to be made, and the results to be reported fully.—E.A.B., 31/3/80. The Surveyor General, B.C., 31/3/80.—G.E.H. (p. U.S.)

It will be observed on reference to the amended reply to question 4 (see above) that two of the routes have been thoroughly inspected, the third only partly, a short length of it *via* Connor's Gap, being about to be inspected by the district surveyor, who has this day been instructed to carry out the proposed inspection.—ROBT. D. FITZGERALD (for Surveyor General), 2nd April, 1880.

Seen.—W.H., 3/4/80.

ROAD FROM GUNNEDAH TO BARRABA.

No. 1.

Mr. District-Surveyor Dewhurst to The Surveyor General.

Sir,

Tamworth, 6 March, 1880.

As I understand that the site for the proposed bridge over the Namoi, which will connect the counties of Pottinger and Nandewar, is now definitely fixed, I propose to inspect most carefully the country between it and Barraba, in a few weeks time, in order to get a loop line, that may be available for traffic, and possibly for the passage of stock in wet seasons.

There will then be three roads leading into the town of Gunnedah from the north-east.

I have, &c.,

A. DEWHURST.

No. 2.

T. G. G. Dangar, Esq., M.P., to The Secretary for Mines.

Sir,

Sydney, 18 May, 1880.

I have the honor to enclose for your information extract of letter addressed to me, dated 12th instant, from the Reverend A. Brown, resident clergyman of Barraba, respecting the road from that place to Gunnedah. See enclosures.

I have, &c.,

T. G. G. DANGAR.

[Enclosure to No. 2.]

Extract of letter from Rev. A. Brown, resident clergyman at Barraba, dated 12th May, to T. G. G. Dangar, Esq., M.P.

Another matter is the Gunnedah road. I asked Mr. Stillwell, surveyor, why he reported against the proposed short road. He said that his guide took him over the district, and he found the length 55 miles without water. This guide, however, on being asked said that they went 8 miles round owing to fences, and then lost themselves in the dark; also that the proper road was 42 miles, with water. The people in these districts do not object to a disinterested opinion, but protest against this matter being decided by those who have property in Tamworth; for there is no fighting in the long run against an argument of 18 miles, and it is easy to see who will suffer for the general good.

Hoping that I have not been tedious in these most necessary references.

I am, &c.,

A. BROWN,

Resident Clergyman.

Memo.—Mr. District-Surveyor Dewhurst to The Surveyor General.

With reference to this letter from the clergyman of the Church of England stationed at Barraba, the Rev. A. Brown, be pleased to see the plan I transmit with my report. If the "other matters" referred to in another sheet of his letter are set forth with as little regard to truth, they will scarcely be of much value.

See also Mr. Licensed-Surveyor Dowe's report appended to my own.

A. DEWHURST.

21 June, 1880.

No. 3.

The Under Secretary for Mines to T. G. G. Dangar, Esq., M.P.

Sir,

Department of Mines, Sydney, 19 May, 1880.

I have the honor to acknowledge the receipt of your letter of the 18th instant, enclosing an extract from a letter of the Reverend A. Brown, respecting the road from Barraba to Gunnedah and to inform you that the matter shall receive immediate attention. See No. 2.

I have, &c.,

HARRIE WOOD,

Under Secretary.

No. 4.

T. G. G. Dangar, Esq., M.P., to The Secretary for Mines.

Sir,

Sydney, 24 May, 1880.

Referring to Mr. Staff-surveyor M'Master's report on the road from Barraba to Gunnedah, in which the words "100,000 unalienated acres" are used, I find on reference to that officer these words should be as I anticipated "100,000 alienated" (see my question in Assembly relating thereto), this being an important point as regards the way the road Barraba to Gunnedah should go, it should be kept in recollection or noted. All the country at the back of Gunnedah and all near Barraba is purchased.

I have, &c.,

T. G. G. DANGAR.

The Surveyor General.—H.W., B.C., 27/5/80.

No. 5.

The Rev. A. Brown to T. G. G. Dangar, Esq., M.P., and by him submitted to The Secretary for Mines.

Dear Sir,

Barraba, 1 June, 1880.

I must write again to say how very much indebted we are to your promptness, and also to state what should have been stated before.

Several persons of credit affirm that the proper road to Gunnedah lies not far to the west of Budge's selection, and from thence through the run beyond. There is permanent water in three places, and no very great obstacle. This, as far as I know, has not been surveyed, and so overpowering is the influence against it, that the people have no hope of it. Reports have gone in from those who have property in Tamworth as to other roads altogether. However, excepting to have no permanent interest here, but considering what the loss of this 18 miles saving means in time and money in fifty years, and so many may easily elapse before a railway is seen here, I have thus written.

And remain, &c.,

A. BROWN.

The Surveyor General.—H.W., B.C., 5/6/80.

No. 6.

Questions asked by T. G. G. Dangar, Esq., M.P.

Legislative Assembly.—Questions and Answers.

Question: Road from Barraba to Gunnedah:—Mr. Dangar asked the Secretary for Mines,—

(1.) Referring to Votes and Proceedings of 31st of March, 1880, No. 75, and to the questions and replies thereto.—Did he, as therein promised, direct a complete inspection of the three suggested routes from Barraba to Gunnedah; and if so, to what officer, and has his report on such been received; if not, will it be expedited?

(2.) If so, will there be any objection to place a copy of the report upon the Table of this House for printing?

(3.) When is it likely the shortest, best, and most practicable road between these places, having in view a travelling stock route, will be surveyed and proclaimed for public use; and is such likely to be done before the approaching wool season?

Mr. Baker answered,—

(1.) Inspection of the three routes has been made by the district surveyor. A short time since he reported on the only part of the three routes that remained to be inspected, viz., a short length *via* Connor's Gap, which he declares to be impracticable.

(2.) No; a copy will be laid upon the Table of the House at once.

(3.) The question as to the best and most practicable road is now under consideration, and shall be dealt with as speedily as possible. The question as to additional reservation for the purposes of travelling stock route will be now considered.

Date of question, 2nd June, 1880; date of answer, 2nd June, 1880.

Mr. G. Lewis,—Urgent as to stock route.—R.D.F., 3 June, 1880.

No. 7.

The Under Secretary for Mines to T. G. G. Dangar, Esq., M.P.

Sir,

Department of Mines, Sydney, 8 June, 1880.

With reference to the letter of Mr. A. Brown (presented by you), respecting the road from Barraba to Gunnedah, I have the honor to inform you that the letter in question has been forwarded to the Surveyor General, with other papers in the matter, for a further report.

I have, &c.,

HARRIE WOOD,

Under Secretary.

No. 8.

The Rev. A. Brown to The Colonial Secretary.

Sir,

Bingera, 8 June, 1880.

I hope that I shall not be considered presumptuous in calling your attention to a matter of simple justice, having no permanent pecuniary interest in this district. Some time ago Mr. Matheson, surveyor, pointed out to me that he had seen a very practicable line of road from Barraba to Gunnedah, some 43 miles in length. This is known and can be pointed out by several residents in the former district. Mr. Newton, well known in Barraba, goes so far as to say that people could go by it now, were £5 spent in marking the line.

Now the decision of this question has been left mainly to those having property in Tamworth—it is not fair to make a man a judge against his own interest—and the guide of another, who reported against the road, informed me that they had to go 8 miles round on account of fences, and that they then lost themselves in the dark. The people will be satisfied if an impartial judge should pronounce this short road to be impracticable, and by no other decision. It is suggested that Mr. Goodwin, surveyor, who used to go from Barraba to Gunnedah at all hours of the night should along with some well-known resident, such as Mr. Newton, go over the disputed ground, and make a report. I must ask you to consider that the loss of this

this

this 17 miles saving may amount to a great deal for the many years that may elapse before the railway comes this way, that many good judges still consider that this district had no slight claims to a line, and that the Member for Tamworth and Barraba is believed to be entirely for the interest of the former. The influence against this short road is said to be overwhelming, and resistance to be hopeless, but, nevertheless, it is always allowable to make a protest against injustice.

I have, &c.,
A. BROWN,
Resident Clergyman.

The Secretary for Mines.—H.P., 14/6/80. The Under Secretary for Mines.—C.W., B.C., 15/6/80. The Surveyor General.—G.E.H. (p. U.S.), B.C., 16/6/80.
It is recommended that applicant be informed that the department will shortly be in possession of an exhaustive report of the several roads proposed between Barraba and Gunnedah, and the subject will then be fully considered.—ROBT. D. FITZGERALD (for Surveyor General), 24th June, 1880.
Inform.—H.W., 30/6/80.

No. 9.

Mr. District-Surveyor Dewhurst to The Surveyor General.

Sir,

Tamworth, 30 June, 1880.

In reply to your memorandum, dated June 3rd, 1880, in which you desire me to report in detail on the track stated to exist from Gunnedah *via* Burburgate, Wean, and Connor's Gap, to Barraba, I have now the honor to state for your information that I have visited the place known as Connor's Gap; that the "Gap" is not one through the Nandewar Range, but that it is among the Bollol Mountains, and that it opens a way from Mihi Creek to Coolah Station, but *none* towards Barraba.

In describing the track leading from Gunnedah that has been so strongly recommended, I must report that from that town to Burburgate the country is subject to inundation. From the last-named place to "Wean," the soil for about 3 miles is very heavy, soft, black soil, while the remainder is light and sandy. From "Wean" (where there is a small spring) to "Barney's Springs," the soil is light, and there the tracks turns sharp off to the right and leads away to "Rangari," skirting the foot of the mountains, and crossing three creeks that require bridging.

Up to this point (Barney's Springs) the country offers no obstruction to traffic, although it is deficient in water; but beyond it, in the direction of Mihi, no defined track exists, and from Mihi, Connor's Gap is reached by ascending the creek and then skirting off in a northerly direction to portion shown on the enclosed plans as No.

A line of road could be made without any great expense as far as Connor's Gap, and the latter is in a fairly direct line for Barraba, which ends however in a "*cul de sac*," barred by tremendous spurs from the main range, over which a traffic road would be utterly impracticable.

Appendix.

In explanation of the plan I have the honor to transmit to you herewith, I may state for your information that the most westerly track, or the one crossing the range at "Brady's Downfall," is only passable for horsemen, and that it is so steep that persons generally dismount when ascending or descending. That shown as crossing at the "red camp" is also only a horseman's track, but a road could, at very considerable expense, be cut, graded and formed for traffic between it and the present crossing, which would however lessen the distance between the towns so little that the undertaking would not be recommended by any officer of experience.

In my letter of the 29th April, 1879, I have described the road from Barraba, *via* Rangari and Tulcumbah Plain, as an "impossible" route. I may explain that I consider it "impossible" to force wheeled traffic along a bad road, which is also comparatively waterless, when it can be taken along a good road abundantly supplied with water and extensive reservations for camping.

You will observe, on reference to the map, that the distance *via* Rangari to Gunnedah is 53½ miles, while that from Barraba to Tamworth is 56 measured miles—a difference of 2¾ miles; also that the distance by rail from Gunnedah to Newcastle is 196 miles, as against a distance of 182 miles from Tamworth. I believe, therefore, I was, and am justified in resting on the conclusion that the "through" traffic will continue along the best and shortest route, namely that *via* Tamworth, and that every effort made to divert it will prove futile.

With regard to the "local" traffic, I have already expressed my opinion that although there is at present little or none between Barraba and Gunnedah, the best road should be adopted in view of possible future requirements, and that road is undoubtedly the one shown by a black line, joining the Tamworth road at Oaky Creek.

Owing to the extensive alienations that have been made, a stock road could not be reserved along it, but one could be provided, as shown by the yellow band, which, under certain favourable conditions might be used occasionally in the winter months, when sheep and cattle could be travelled about 31½ miles without a drink, while in summer the old established road *via* Keepit and Carroll, which was selected by stockowners more than 30 years ago, when the whole country was open and available for traffic of all sorts, would continue to be travelled.

That this report may have some additional weight, I have written to each of the surveyors who have been professionally engaged in the counties of Nandewar and Darling, and also to Mr. Goodwin, who has been quoted by the editor of the Gunnedah newspaper, as being thoroughly conversant with all the routes and the country generally, and their replies, with my letters, I have the honor to append.

See enclosures Nos. 1, 2, 3, 4, 5, 6.

The plan I have transmitted has been prepared at a great sacrifice of time. It gives, I believe, all the information that can possibly be required. It shows, on reference to the papers in this case, what gross misstatements have been made by those who could, if they had desired to do so, have arrived at facts, and it will, I trust, so illustrate my report that a decision may be at once made that cannot reasonably be challenged.

I have, &c.,
A. DEWHURST,
District Surveyor.

[Enclosure

[Enclosure No. 1 to No. 9.]

Mr. District-Surveyor Dewhurst to Mr. Licensed-Surveyor Dowe.

District Office, Tamworth, 14 June, 1880.

Sir,
As I am about to report conclusively on the various roads and tracks leading from Gunnedah to Barraba, I must ask your valuable assistance, in order that the correspondence that has already been too voluminous and contradictory may be closed.

1. Will you be good enough, therefore, to inform me how long you have had charge of the counties of Nandewar and Darling, or those parts of them that lie between the towns named.
2. The opportunities you have had of becoming personally acquainted with that country.
3. Of the three routes mentioned, viz., Barraba to Gunnedah, *via* Borah, Keepit, and Carroll, that has been in use to my knowledge for 23 years as a stock route; Barraba to Gunnedah, *via* Borah, Rangari and Tulcumbah Plain, that has been in use as a traffic road for same time; Gunnedah to Barraba, *via* Wean, Mihi, and Connor's Creek (not in use). Will you be kind enough to say which in your opinion is best suited for travelling stock, and which other is best fitted for wheeled traffic, or whether either one of these routes is adapted for both purposes? Further, are you acquainted with any other route that could be surveyed more direct or more suitable than those mentioned.

I have, &c.,
A. DEWHURST.

[Enclosure No. 2 to No. 9.]

Mr. District-Surveyor Dewhurst to Mr. Thomas H. B. Goodwin.

District Office, Tamworth, 14 June, 1880.

Sir,
As your name has been very freely mentioned in connection with a proposed traffic and stock road from Gunnedah to Barraba as that of a professional man who reports himself to be "thoroughly conversant with all the country lying between the towns," in view of a report that I am now about to submit to the Surveyor General I must request that you will be good enough to supply me with your valuable aid in order that it may be thoroughly exhaustive and conclusive.

Judging from the letters that have been written to Mr. Dangar by the editor of the local newspaper, and other correspondence forming part of the papers under reference, that have been laid before the Honorable the Secretary for Lands, together with statements made in the *Gunnedah Independent*, it must be inferred that you have travelled over and critically inspected at least the three routes mentioned:—

- 1st. Barraba, *via* Borah, Keepit, and Carroll, that has been the stock road for more than twenty-four years.
- 2nd. Barraba, *via* Borah, Rangari, and down Tulcumbah Plain to Gunnedah, which has been the traffic road for same time.
- 3rd. Gunnedah, *via* Wean, Mihi, and Connor's Gap to Barraba, with which you are said to be specially conversant.

Will you therefore do me the favour of stating how you derived your knowledge and the time spent in obtaining it, and at the same time oblige me by showing on the enclosed plan what you consider to be the route that for traffic and the passage of stock would be of the greatest advantage to the towns of Gunnedah and Barraba and the farmers and stockowners residing at both ends of the line.

Requesting an early reply.—

I have, &c.,
A. DEWHURST.

[Enclosure No. 3 to No. 9.]

Mr. District-Surveyor Dewhurst to Mr. Licensed-Surveyor Loder.

District Office, Tamworth, 14 June, 1880.

Sir,
As I am about to report on the various roads and tracks leading from Gunnedah to Barraba, I beg you will inform me,—how long you have had charge of the county of Nandewar and whether you have a knowledge of that part of the county of Darling embracing the country in that line as far as Borah Creek, and how much further towards Barraba?

2. Whether you consider a practicable road for wheeled vehicles and travelling stock could be got *via* Burburgate, Wean, Mihi, and Connor's Gap; and if not, what is the nature of the obstructions?
3. Whether the road *via* Tulcumbah and Rangari could be advantageously made more direct by crossing the Nandewar range more to the west; and if so, how far? The nature of the obstructions that compel a circuit to the east at present after crossing the range and having to pass by way of Borah Old Station?

Requesting your early reply,—

I have, &c.,
A. DEWHURST.

[Enclosure No. 4 to No. 9.]

Mr. Licensed-Surveyor Dowe to Mr. District Surveyor Dewhurst.

Keepit, *via* Somerton, 18 June, 1880.

Sir,
In reply to your letter of June 14th, I do myself the honor to answer your questions concerning the roads from Gunnedah to Barraba.

1. I have been working in the counties of Nandewar and Darling for over fourteen years.
2. I have been constantly travelling and measuring lands in proximity to the different tracks, and am well acquainted with nearly every bit of country between Barraba and Gunnedah.
3. The road to Barraba from Gunnedah *via* Keepit Carroll is the best route I know for stock, and I may point out to you that when the whole of the country was open, the drovers and others travelling with stock, who were well acquainted with the country, chose the route at present used *via* Keepit, and Carroll as there was water along the line, when the whole country was open to them, and they could go which ever road they desired.

The road from Barraba to Gunnedah *via* Borah, Rangari, and which has been in use for over twenty years, is the best route I know for wheeled traffic, but in its present state is unsuitable for travelling stock unless tanks or dams are constructed along the line of road.

The road by Wean, Mihi, and Connor's Creek, is impracticable for either wheeled traffic or for travelling stock. I need not point out to you that it is impossible without very great expense to get any sort of a road over the range between the counties of Nandewar and Darling, without taking the road through the head of Borah Creek, as the range west of the head of Borah Creek is so steep that it is almost impossible to cross it on a saddle horse without getting off and leading him.

I have, &c.,
GEORGE L. DOWE.

I have been living within a mile of the stock road from Barraba to Gunnedah for over seven years, and about midway between the two places, so ought to know the country well.—G. L. DOWE.

[Enclosure No. 5 to No. 9.]

Mr. T. H. B. Goodwin to Mr. District-Surveyor Dewhurst.

Gunnedah, 29 June, 1880.

Sir,
Referring to your communication of the 14th instant, asking for my opinion as to the best possible stock and traffic road from Barraba to Gunnedah, I have the honor to inform you that although I have a good general knowledge of the country lying between these towns, I would not care to pass an opinion in so important a matter without first making a thorough examination, for notwithstanding a person may derive a good general knowledge of country from having repeatedly travelled over it, still when the merits of the different routes are in question, such knowledge as this may be found wanting in detail.

My knowledge of the routes mentioned by you was derived from having lived on a station at Barraba for three years, and from having worked in the counties of Darling and Nandewar with Mr. Licensed-Surveyor Dowe for a like period.

From what I know I should pronounce the Connor's Gap route to be impracticable without a moments hesitation, but think that one from Rangari nearly direct to Barraba could be found undoubtedly shorter, but perhaps rougher, still suiting the requirements of the public better than those now in use.

A better road than the one now in use from Rangari to Gunnedah could not be found.

I have, &c.,
THOMAS H. B. GOODWIN.

[Enclosure

[Enclosure No. 6 to No. 9.]

Mr. Licensed-Surveyor Loder to Mr. District-Surveyor Dewhurst.

Sir, Camp, 30 June, 1880.
 In compliance with your letter of 14th June, I have the honor most respectfully to state that the county of Nandewar was allotted to me in December, 1877, but I had been previously working in and had charge of it for some three years before. I also beg to state that I have a knowledge of the county of Darling, adjoining Nandewar, and extending to Borah Creek; but I have not a knowledge of the range between Borah Creek and Barraba in a direct line, only by the road as at present used, from Old Borah Station to the main road leading from Tamworth to Barraba, about where Tarpolly Creek crosses said road.

2. In reply to paragraph 2 of your letter, I do not consider that a practicable road for vehicles could be got from Gunnedah to Barraba *via* Burburgate, Wean, Mihi, and Connor's Gap, on account of the mountainous nature of the country intervening between Mihi and Barraba.

3. In reply to paragraph 3 of your letter, I do not think a road could advantageously be made more direct by crossing the Nandewar Range more to the west, on account of the mountainous nature of the country.

I have, &c.,
 GEORGE LODER.

No. 10.

The Under Secretary for Mines to The Rev. A. Brown.

Reverend Sir, Department of Mines, Sydney, 30 June, 1880.
 With reference to your letter of the 8th instant, respecting a road from Barraba to Gunnedah, I have the honor to inform you that this department will shortly be in possession of an exhaustive report of the several roads proposed between Barraba and Gunnedah, and the subject will then be fully considered. See No. 8.

I have, &c.,
 HARRIE WOOD,
 Under Secretary.

No. 11.

Mr. Irving Winter to The Secretary for Mines.

Sir, 129, Pitt-street, 1 July, 1880.
 I have the honor to request that you will be good enough to withhold your decision regarding the proclamation of a road from Barraba to Gunnedah, which it is proposed to run through my "Tulcumbah" run, until the report of the district surveyor comes to hand. See No. 9.

I have &c.,
 IRVING WINTER.

Under the report of the district surveyor confirmation is recommended (notwithstanding objections) of the several parts of a road necessary to make a continuous route between Rangari and Gunnedah, such being part of the road from Barraba to Gunnedah; and in event of approval of this course, it is further recommended that action be carried out on the several papers quoted; and Mr. District-Surveyor Dewhurst's report detached and returned to this department as speedily as possible, with the object of consideration being given to the proposal of a travelling stock reserve recommended therein.—ROBT. D. FITZGERALD (for Surveyor General), 24 Novr., 1880. See No. 9.

Submitted.—H.W., 9/12/80. Approved.—E.A.B., 10/12/80. The Surveyor General.—G.E.H. (p. U.S.), B.C., 10/12/80.

To lay out a road between Barraba and Gunnedah *via* Burburgate, that would be shorter to anything like the extent that has been represented to be possible, would necessitate crossing the Nandewar Range, which is almost impracticable in places, and generally is so steep that to make a road fit for traffic would be so costly as to prohibit a recommendation that such a course be adopted.—A. J. STOPPS (for Surveyor General), 23 February, 1881.

No. 12.

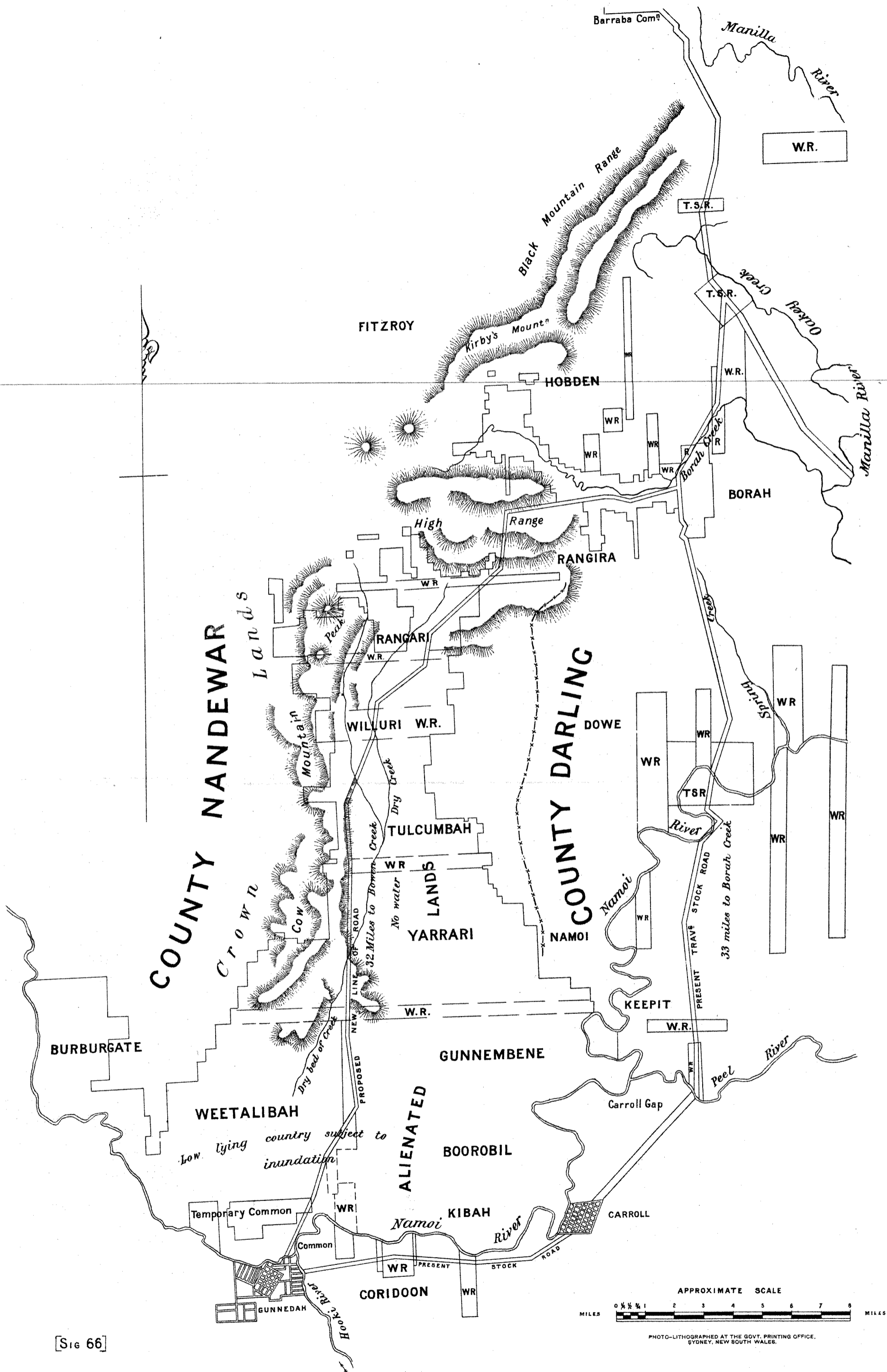
J. P. Abbott, Esq., M.P., to The Under Secretary for Mines.

Sir, 6 & 7, Wentworth-place, Elizabeth-street, Sydney, 10 February, 1881.
 Will you favour me with a tracing showing the proposed road from the town of Gunnedah to that of Barraba? See No. 9.

I have, &c.,
 J. P. ABBOTT.

The Surveyor General.—G.E.H. (p. U.S.), B.C., 11/2/81. It is not quite clear which road Mr. Abbott means by the "proposed road." If it be the one *via* Burburgate, that route has been reported against and virtually abandoned. Mr. Abbott in Parliament has moved for copies of plans and papers in the Barraba and Gunnedah road case; and as these will doubtless be supplied, probably further action with reference to this request may not now be necessary.—A. J. STOPPS (for Surveyor General), 23 February, 1881. Submitted.—H.W., 26/2/81.

[Two diagrams.]



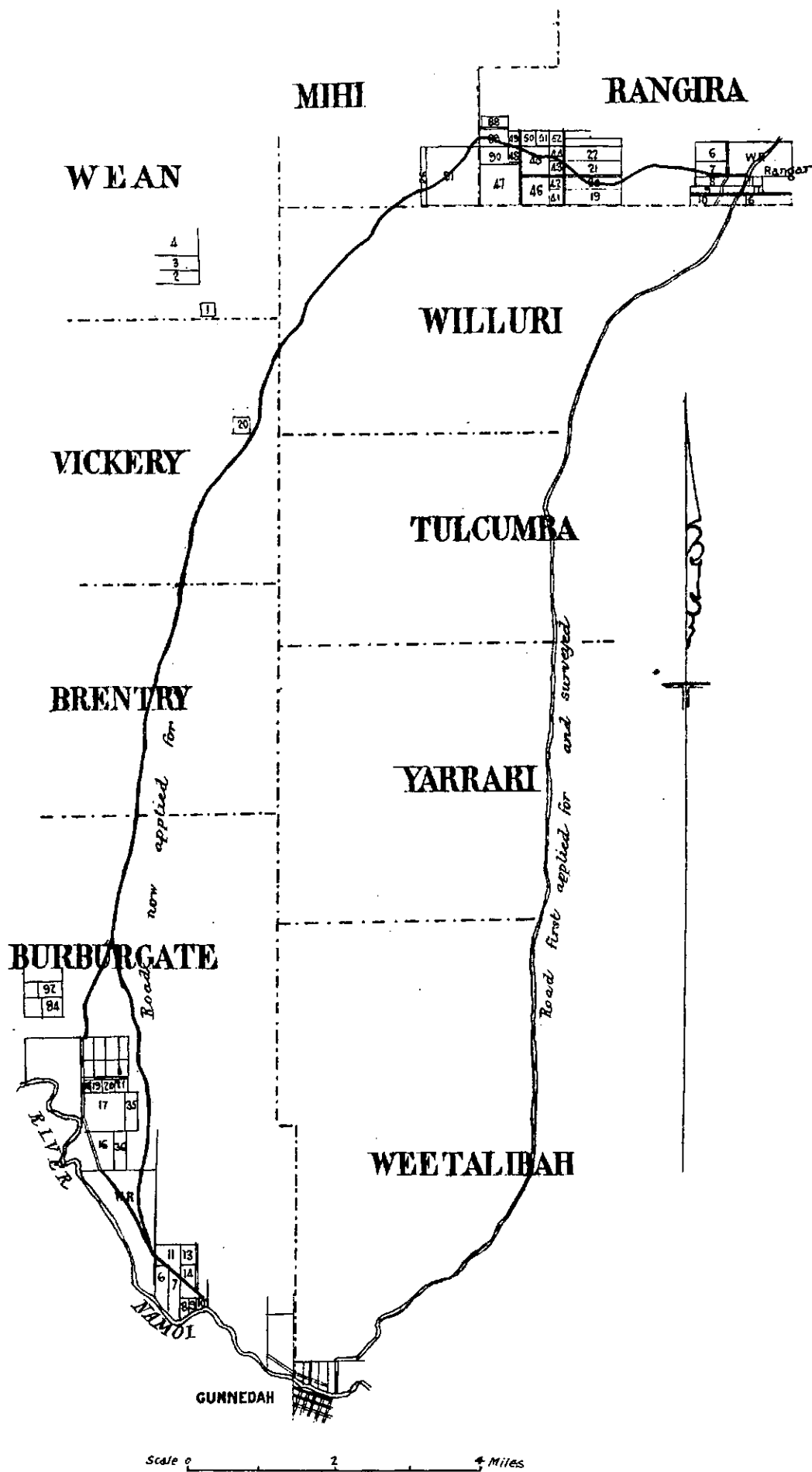


PHOTO-LITHOGRAPHED AT THE GOVT. PRINTING OFFIC,
 SYDNEY, NEW SOUTH WALES.

(Sig.66-)

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROAD BETWEEN GLEN INNES AND GRAFTON.

(TOTAL AMOUNT OF MONEY EXPENDED DURING THE LAST FIFTEEN YEARS, AND PROBABLE COST OF WORKS IN COURSE OF CONSTRUCTION.)

Ordered by the Legislative Assembly to be printed, 10 August, 1881.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 26th July, 1881, That there be laid upon the Table of this House,—

“ A Return showing the total amount of money expended within the last
 “ fifteen years on the main line of road between Glen Innes and Grafton,
 “ and the probable cost of all public works on the same road now in course
 “ of construction.”

(Mr. H. H. Brown.)

NOTICE of Motion, July 26, 1881.

6. MR. H. H. BROWN to move, That there be laid upon the Table of this House a Return showing the total amount of money expended within the last fifteen years on the main line of road between Glen Innes and Grafton, and the probable cost of all public works on the same road now in course of construction.

	£	s.	d.
The total amount expended during the period mentioned is	125,982	9	4
The probable cost of works now in course of construction is	4,453	0	0

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ROADS.

(BLAYNEY TO GRENFELL, AND FROM GRENFELL TO FORBES AND YOUNG.)

*Ordered by the Legislative Assembly to be printed, 14 September, 1881.**[Laid upon Table in accordance with promise made in answer to Question 13, Votes No. 37, Tuesday, 6 September, 1881.]*

RETURN of Amounts voted during the last five years for Roads, Blayney to Grenfell, and Grenfell to Forbes and Young.

Amount voted for repair and maintenance of Road from Blayney to Grenfell, during the last five years	... £19,832	0	0	
Amount voted for Road, Grenfell to Forbes	... ..	2,250	0	0
Amount voted for Road, Grenfell to Young	... ..	7,770	0	0
				<u>29,850 0 0</u>
				<u>£29,850 0 0</u>
The amount expended during the last five years on Roads within fifteen miles of Grenfell, from all the above Votes, has been about	.. .. .	1,361	0	0
				<u>£1,361 0 0</u>

F.W.,
14/9/81.

1881.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ROAD BETWEEN ROUND SWAMP AND THE TURON RIVER.
(PETITION FROM RESIDENTS OF SOFALA, &c.)

Received by the Legislative Assembly, 30 November, 1881.

To the Honorable the Legislative Assembly of New South Wales.

The Petition of the undersigned residents of Sofala, Turon River District, Mudgee Road, and others interested,—

HUMBLY SHOWETH:—

That your Petitioners learn, with much satisfaction, that the railway now being constructed between Wallerawang and Mudgee will afford better facilities for communication between the Turon River and the Metropolis. That the station to be established at or near Capertee will involve but (say) twenty-two miles of ordinary road carriage and one hundred and thirty miles of railway, as contrasted with the present route *via* Bathurst, of (say) thirty miles by road and one hundred and forty-five miles by rail; an important saving of eight miles by road and fifteen miles by rail.

That the reformation of the original road from the Running Stream on the Mudgee Road, *via* the Sugarloaf, to the Turon River, a distance of only twelve miles, will open up the desired communication, beside forming an important connecting link between the various main roads of these important districts.

That the formation of the said road will require about three miles of grading at the Sugarloaf, and it has been estimated that, under the care of a judicious trust, the work would be done for a sum not exceeding three hundred pounds, and would require but a moderate annual charge for its maintenance.

Your Petitioners therefore pray your favourable consideration of these premises, and the formation of the said road between Round Swamp and Turon River.

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

[Here follow 180 signatures.]

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

MESSRS. MUNFORD AND BLOMFIELD.

(PETITION OF.)

Received by the Legislative Assembly 17 August, 1881.

To the Honorable the Speaker and the Members of the Legislative Assembly, in Parliament assembled.

The Petition of Edward Merigold Munford and Matthew Blomfield, of Sydney, in the Colony of New South Wales,—

HUMBLY SHOWETH :—

1. That your Petitioners, in or about the months of July and August, in the year of our Lord one thousand eight hundred and seventy-two, entered into certain contracts with the Government of the Colony of New South Wales for the clearing, draining, culverting, making, forming, et cetera, of certain roads between Tambaroora and Hill End, at Monkey Hill, at Sally's Flat, and from Stander's Flat to Clark-street, Hill End, in the said Colony.

2. That your Petitioners accordingly entered upon the works under the said contracts, and with the exception of certain small portions thereof, fully and duly completed the same.

3. That your Petitioners were, and always have been, ready and willing to complete such small portions of the said works so remaining incomplete as aforesaid, but were, and have been, improperly and wrongfully prevented from so doing.

4. That there remains due to your Petitioners from the said Government, in respect of the work actually done by them under the said contracts, and in respect of payments of cash by your Petitioners in relation thereto, at the request and on behalf of the said Government, the sum of three thousand two hundred and eleven pounds.

5. That your Petitioners are advised that their cause of action in respect of their said claim accrued upwards of eight years ago.

6. Your Petitioners have repeatedly applied to the said Government for payment of their said claim without avail, and as long back as six years ago, to wit, in the year one thousand eight hundred and seventy-five, a Select Committee of the Honorable the Legislative Assembly was appointed to inquire into your Petitioners' said claim, by and before which said Committee witnesses were examined, amongst whom were your Petitioners, Edward Merigold Munford and Matthew Blomfield. The then existing Assembly was prorogued before the said Committee brought in its reports, and the said inquiry thereupon lapsed, and was not renewed, inasmuch as your Petitioners' expenses in connection with the said inquiry (it having extended over two or three months) exhausted all your Petitioners' then available means.

7. That since the time of the meetings of the said Committee your Petitioners have again and again applied to the said Government for a settlement of their account, but uselessly.

8. That a great deal of correspondence has ensued between your Petitioners and the said Government in relation to the said contracts and claim, and in the month of July, one thousand eight hundred and eighty, at your Petitioners' instance, copies of such correspondence, et cetera, were, upon motion, ordered to be, and were accordingly, laid upon the Table of the Honorable the Legislative Assembly.

9. Your Petitioners, after having endeavoured by every possible means in their power to induce the said Government to settle their said claims, they, on the eleventh day of September, one thousand eight hundred and seventy-nine, under advice, caused a writ of summons to be issued out of the Supreme Court in respect thereof, and in which said writ the Honorable John Lackey was named as nominal defendant. The defendant duly caused an appearance to be entered to the said writ, and on the 30th day of January, one thousand eight hundred and eighty, your Petitioners filed their declaration in the said action. The Honorable John Lackey, as the defendant therein, thereupon, to wit, on the tenth day of February, one thousand eight hundred and eighty, pleaded to the said declaration the following (amongst other) pleas :—

“ And for a sixth plea the defendant as to the whole declaration says that the alleged causes of action did not, nor did any of them, accrue within six years before this suit.”

10. Your Petitioners are advised that by reason of the said defendant having pleaded the Statute of Limitations to their said claims, as set out in the last paragraph hereof, it is quite impossible for them to proceed further with the prosecution of the said claim, as such a plea is an absolute bar thereto.

11. Your Petitioners are not aware of any reason why a plea of so purely technical a kind as "The Statute of Limitations" should be advanced by the Government against their said action, as it is through no fault of theirs that their said claims remain so long unadjusted, and they would respectfully point out that they have used every available means, and resorted to every possible method (notably by the appointment of the said Committee, in the year one thousand eight hundred and seventy-five) to have the same settled, and further, that the Government cannot be in anywise prejudiced by the delay (unavoidable on your Petitioners' part) that has taken place.

12. Your Petitioners respectfully desire to remind this Honorable House that in the year one thousand eight hundred and sixty-six, the Honorable John Sutherland having a claim against the said Government (which claim was then of some twelve years standing) in respect of certain contract work which the said Honorable John Sutherland had carried out, applied to the said Government to be permitted to prosecute his said claim in a Court of Law on its merits, and requesting that no advantage be taken by the Government of the time that had elapsed, to the end that the Statute of Limitations should not be pleaded thereto. The application and request were at once granted, and an intimation was conveyed to the said Honorable John Sutherland that every facility would be afforded him by the said Government in the prosecution of such claim.

Accordingly the Statute of Limitations was not pleaded, and the action proceeded at the suit of the Honorable John Sutherland on its merits.

13. Your Petitioners' said claim was not barred by the Statute of Limitations when the said Committee was appointed, nor was it barred during the several times when they were endeavouring to get it settled, and the period fixed by the said statute, namely six years, had only expired six months before the issuing of the said writ of summons by them.

14. Your Petitioners beg respectively to state that in fulfilling the said contracts they expended of their own moneys for wages, material, and in paying sub-contractors for work in respect of the said contracts the sum of two thousand seven hundred and seventy-eight pounds two shillings and sixpence. The value of the work actually done by your Petitioners amounted to the sum of three thousand eight hundred pounds, as your Petitioners are prepared to prove, and your Petitioners only received from the said Government on account thereof the sum of five hundred and eighty-nine pounds.

15. In conclusion, your Petitioners beg to state that in the months of October and November, one thousand eight hundred and seventy-two, and immediately after the Government prevented your Petitioners from completing their said contracts, your Petitioners had the work done by them thereunder surveyed and measured by Messrs. Cowdery Brothers, a firm of practical engineers, one of which said firm (Mr. George Cowdery) is now Engineer-in-Chief of Existing Lines of Railways in this Colony.

Messrs. Cowdery Brothers reported in a highly satisfactory manner on the said work, stating in their report as to the Monkey Hill contracts:—

"That the whole of the works on these contracts could easily be completed in two or three weeks * * * * And we cannot see the justice of this contract being cancelled, particularly when so near completion." They also report as to the Tambaroora, Hill End, and Sally's Flat contract:—

"We think that with regard to this contract sufficient has been said to convince any unprejudiced mind you have been badly treated; besides we do not consider you have been paid at the rate you are entitled to have been paid, and this would tend to retard the progress of the work with men of only limited means* * * * In the present case we think the cancellation very arbitrary, as the time for completion was only expired some few days, there being only about a fortnight's work for four or five men to complete formation, and a similar number for culverts. We consider the nineteenth clause of the conditions amply provides for a few weeks' delay in completing these contracts, and we feel satisfied if you had been allowed to carry out these works, as stated above, you could have completed them within the contract time."

Your Petitioners therefore humbly pray that your Honorable House will be pleased to take the foregoing facts into your favorable consideration, and grant such relief to your Petitioners as it may in its judgment think fit.

And your Petitioners, as in duty bound, will ever pray, &c.

E. M. MUNFORD.
M. BLOMFIELD.

Dated this twenty-seventh day of July, in the year of our Lord one thousand eight hundred and eighty-one.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

GIRDER-BRIDGE ACROSS ULTIMO-STREET.
(CORRESPONDENCE, REPORTS, &c.)

Ordered by the Legislative Assembly to be printed, 5 July, 1881.

RETURN to an Order made by the Honorable the Legislative Assembly of New South Wales, dated 18th March, 1881, That there be laid upon the Table of this House,—

“Copies of all Letters, Reports, and other Correspondence, having reference
“to the construction of a Girder-bridge across Ultimo-street, Sydney.”

(Mr. Garrard.)

NO.	SCHEDULE.	PAGE.
1.	John Harris to the Secretary for Public Works, suggesting the desirability of widening the Ultimo Road Bridge, and minutes thereon. 22 July, 1874.....	2
2.	Commissioner to John Harris, stating that the work cannot be undertaken by the Government. 7 August, 1874	2
3.	John Harris again suggesting that the bridge should be widened, and that a level crossing should be granted near the same place. 22 April, 1875.....	2
4.	Commissioner to John Harris, intimating that crossing cannot be granted, and referring him to previous letter re widening of the bridge. 21 May, 1875.....	3
5.	Petition from residents of Ultimo, Pyrmont, Glebe, and Balmain, praying that the bridge may be widened, and that crossings be made at Quarry, William, M'Arthur, and Ann streets. 22 June, 1876.....	3
6.	Minute of Mr. Secretary Lackey, endorsing statements made by petitioners, and directing attention to be given to the matter with a view to the carrying out of the improvements, and minutes thereon. 23 August, 1876	3
7.	Minute of Engineer for Existing Lines, that it will be necessary to lower the road before work can be commenced, and correspondence on subject. 9 February, 1877	4
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9.	Minute of Mr. Secretary Lackey, that the work at the Ultimo Bridge should be completed as early as possible, and minutes thereon. 30 January, 1879	5
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12.	Minute of Commissioner, and correspondence respecting arrangements made with Messrs. Royce & Co. for carrying out the contract. 20 May, 1879.	6
13.	Letter from Messrs. Royce & Co., asking that instructions may be sent to Mr. Fowler to inspect girders at Messrs. Appleby Brothers instead of the Horsley Company's works, and minutes thereon. 5 August, 1879	7
14.	Letter from Messrs. Royce & Co. representing that the delay in inspecting the girders has not been caused by them, and asking that this may be borne in mind when contract is completed, and Commissioner's reply thereto. 30 September, 1879	7
15.	Engineer for Existing Lines to Messrs. Royce & Co., intimating that penalties are to be enforced, reply from Messrs. Royce & Co., and minutes thereon. 21 September, 1879	8
16.	Agent General to Secretary for Public Works, enclosing Mr. Fowler's account for inspection, and particulars of the shipment of the girders. 6 November, 1879.	9
17.	Engineer for Existing Lines to Commissioner, reporting that the designs for the girders have been altered without his knowledge or consent, and that the workmanship is inferior, and minutes thereon. 16 January, 1880	9
18.	Messrs. G. H. Royce & Co. to Engineer for Existing Lines, asking for certificate for completion of the work. 26 February, 1880	11
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20.	J. D. Baldry to Engineer for Existing Lines, stating that the original plans were not adhered to, because the contractors' tracings were unintelligible, and the figured demensions in many cases obviously wrong. 20 May, 1880	12
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GIRDER-BRIDGE ACROSS ULTIMO-STREET.

No. 1.

J. Harris, Esq., to The Secretary for Public Works.

Sir,

Ultimo, 22 July, 1874.

I have the honor to direct your attention to the narrowness of the Ultimo Road Bridge, under the Darling Harbour line of railway, and to the great inconvenience resulting therefrom.

The Ultimo Road is 66 feet wide and the bridge is only about 16 feet, it is therefore a serious inconvenience to the traffic as well as being in wet weather a nuisance to the neighbourhood on account of the bridge being situated on the skew, it stops the natural course of the water and causing it to overflow the roadway, and thus preventing foot passengers from passing through the bridge.

I have the honor to suggest the widening of the bridge, if not the full width, at least to about 40 feet, and by doing so, it would make a great public inconvenience a great public convenience.

I have, &c.,

JOHN HARRIS,

Alderman for Denison Ward.

Mr. Whitton for report.—J.S., 24/7/74.

I cannot recommend the widening of this bridge at the cost of the Railway Department, and if it be widened I think the municipality should be at the expense of doing so. For all railway purposes the bridge is sufficient. To widen this bridge as suggested would cost from £1,500 to £2,000, and no additional roadway could be given, and it is now, I understand, only about 13 feet.—J.W., 29/7/74.

Inform compensation paid for land with this narrow bridge and it would cost from £1,500 to £2,000.—J.R., 4/8/74.

No. 2.

The Commissioner for Railways to J. Harris, Esq.

Sir,

Department of Public Works, Railway Branch, Sydney, 7 August, 1874.

In reply to your letter of the 22nd ultimo, suggesting that the Ultimo Road Bridge should be widened, I have the honor to inform you that to widen the bridge in question would cost a sum from £1,500 to £2,000, and that as the work would in no way benefit the railway, the expenditure is one which the Government cannot incur.

I have, &c.,

CHAS. A. GOODCHAP,

pro Commissioner for Railways.

No. 3.

J. Harris, Esq., to The Secretary for Public Works.

Sir,

Ultimo, 22 April, 1875.

I have the honor to bring under your notice the fact that extensive alterations are now being made on the Darling Harbour branch railway line, and with the view of suggesting an improvement that might be made without any great inconvenience to the Railway Department, and which would be esteemed a most beneficial boon by the public as well as the property-holders resident in the immediate vicinity where the same is required.

The bridges under the line (about 15 feet wide each) left for the accommodation of the public for egress and ingress to the city are totally inadequate for the large and growing increase of traffic and highly dangerous to the lives of those who have to pass through them, and will become more so when the line is in general use; at present one of them has private property on both sides, and no roadway except on sufferance.

I do most respectfully suggest, that as the timbers of both bridges are now undergoing a general renovation, the present time as being a most opportune one for widening the same, for by so doing it can in no way interfere with the traffic of the line, but will anticipate a future public demand, that I am certain of. The lines of streets on the Ultimo Estate running to the railway and blocked are all 66 feet wide, Ultimo-street being the only one near a bridge.

The bridge that stood over the line having been taken away lately, the convenience of a level crossing should be granted near the same place.

Trusting for consideration.

I have, &c.,

JOHN HARRIS.

See Mr. Whitton's report on a previous application for widening this bridge.—4/5/75. This will require Mr. Whitton's report.—4/5/75. See my opinion on accompanying paper dated 29/7/74.—J.W., 7/5/75. It was the last paragraph of Mr. Harris' letter of 22/4/75 upon which Mr. Whitton's report was required.—J.R., 8/5/75. The land on both sides of the railway belongs to the Commissioner, consequently a level crossing *should not be granted*.—J.W., 15th May, 1875. Inform.—J.R., 20/5/75.

No. 4.

The Commissioner for Railways to J. Harris, Esq.

Sir, Department of Public Works, Railway Branch, Sydney, 21 May, 1875.

In acknowledging the receipt of your letter of the 22nd ultimo, suggesting that in order to provide for the large and growing increase of traffic anticipated on the Darling Harbour branch line of railway, a level crossing should be made at the spot where the bridge was erected, but which has lately been taken down, I have the honor to inform you that as the land on both sides of the railway belongs to the Government, it is not considered desirable to construct a level crossing at the place indicated by you. As regards the widening of the bridge alluded to in your communication, I have to refer you to my letter of the 6th August last on the subject.

I have, &c.,

CHAS. A. GOODCHAP,
pro Commissioner for Railways.

No. 5.

Petition from Residents of Ultimo, Pyrmont, Glebe, and Balmain.

To the Honorable the Secretary for Public Works.

The petition of the undersigned freeholders, leaseholders, and other residents of Ultimo, Pyrmont, Glebe, and Balmain.

Respectfully sheweth,—

That the accommodation provided for the crossing of the line of railway (Darling Harbour extension) by foot passengers as well as by carts and other vehicles is insufficient for the daily increasing traffic of the suburbs above named with Sydney, and occasional accidents happen and much peril arises from the deficient means of access.

That there is only one opening of about 15 feet width opposite Ultimo Road (a road a chain wide) existing under the half-mile of railway line extending from Parramatta-street to the new wharf reserve—a space as long as from Hunter-street to Park-street.

That many of your petitioners are daily passengers to and from Sydney, and experience great inconvenience by reason of this opening and its narrow accommodation, and are frequently delayed by a string of carts, which it is dangerous to attempt to pass on foot and impossible to pass with a vehicle.

That the traffic requires additional openings in continuation of Quarry-street, William-street, M'Arthur-street, and Ann-street across the railway line.

Your petitioners therefore humbly pray that you will be pleased to order the opening opposite Ultimo Road to be increased in width to at least 40 feet, and such further openings to be made, with the least possible delay, as may afford your petitioners the means of crossing the railway line by at least four streets.

And your petitioners will ever pray, &c.

Signed by—William Ball, Messrs. W. Ball & Son, William H. Harris, and 189 others.
Sydney, 22 June, 1876.

No. 6.

Minute of Mr. Secretary Lackey.

Petition from Ultimo, Glebe, and Balmain.

THE petitioners ask that the opening under the railway approaching Sydney from Ultimo, Pyrmont, and the Glebe be widened, and that provision at either side be made for foot passengers. I had occasion to pass this place a few days ago, and can endorse the statement of petitioners as to the necessity of the work; indeed the present arch is altogether insufficient for the requirements of traffic. Serious accidents are also common here, having, I am informed, resulted on more than one occasion in the loss of life. I would be glad, therefore, if the Engineer-in-Chief would be good enough to give his early attention to this matter with the view to the improvement the petitioners seek.

J.L.,
23/8/76.

Mr. Mason for report and estimate of cost. Is there sufficient headway in each case for the four additional bridges asked for.—J.W., 28/8/76.

It will be seen from the accompanying rough section that bridge communication under the Darling Harbour branch is impracticable. The Ultimo Road is the chief and only thoroughfare; the bridge at B takes the drainage, and is impracticable for traffic.

The road at A could be lowered about 5 feet, so as to give a clear headway of 15 feet under the present bridge, but this would increase the gradients of the approaches. The cost of a new bridge 40 feet span would be, as near as I can estimate, £1,800.

An inspection of the spot will, I think, convince anyone that the other communications across the line are unnecessary.—W.M., 29/8/76.

For the information of the Commissioner.—J.W., 31/8/76.

Engineer for Permanent Way will have the bridge at the Ultimo Road widened and lowered to meet the increasing traffic of the neighbourhood.—J.L., 13/12/76.

Will be carried out as early as practicable.—W.M., 14/12/76

No. 7.

Memorandum to Commissioner.

Government Railways, Existing Lines, Engineer's Branch, 9 February, 1877.

In carrying out the alterations to the bridge on the Ultimo Road passing under the Darling Harbour branch, it will be necessary to lower the road, which will require the authority of the Sydney Corporation before the work can be commenced.

*Appended.

I forward herewith* plan and section showing the proposed alterations in the street, and recommend it be forwarded to the Corporation for their approval.

W. MASON.

Write, forwarding plan, and ask for approval.—CHAS. A.G., 20/2/77.

The Commissioner for Railways to The Town Clerk, Sydney.

Sir, Department of Public Works, Railway Branch, Sydney, 20 February, 1877.

The Engineer for Existing Lines reports that in order to carry out the necessary alterations to the Railway Bridge on the Ultimo Road which passes under the Darling Harbour branch, it will be necessary to lower the said road, and that the approval of the Sydney Corporation will have to be obtained before the work can be commenced, I have the honor to forward herewith plan and section showing the proposed alterations, and to request that you will bring the matter under the attention of the Right Worshipful the Mayor, and obtain his approval thereto.

I have, &c.,
JOHN RAE,
Commissioner for Railways.

The Commissioner for Railways to The Town Clerk, Sydney.

Sir, Department of Public Works, Railway Branch, Sydney, 29 March, 1877.

I have the honor to remind you that I have received no reply to my letter of the 20th ultimo, writing that in order to carry out the necessary alterations to the Railway Bridge on the Ultimo Road, which passes under the Darling Harbour branch, the approval of the Sydney Corporation would have to be obtained, and to request that you will bring this matter under the attention of the Right Worshipful the Mayor and obtain his approval which I should be glad to receive as early as possible, so as to permit the alterations alluded to being carried out without further delay.

I have, &c.,
JOHN RAE,
Commissioner for Railways.

The Town Clerk, Sydney, to The Commissioner for Railways.

Sir, Town Clerk's Office, Sydney, 5 April, 1877.

Referring to your letters of the 20th February and 29th ultimo respecting the proposed alterations to the Railway Bridge on Ultimo Road, I have the honor, by direction of the Right Worshipful the Mayor, to state that the necessary survey of the road in connection with the drainage is now being made, and that a further communication will be made to you as soon as it is completed.

I have, &c.,
CHAS. H. WOOLCOTT,
Town Clerk.

It is over two months since the survey was said to be in hand—I think a reminder ought to be sent.—CHAS. A.G., 8/6/77.

The Commissioner for Railways to The Town Clerk, Sydney.

Sir, Department of Public Works, Railway Branch, Sydney, 12 June, 1877.

In reference to your letter of the 5th April last relative to the proposed alterations to the Railway Bridge on the Ultimo Road, and stating that the necessary survey is now being made, I have the honor to point out that it is now over two months since this survey was said to be in hand; may I therefore request that you will favour me with the approval of the Corporation to the proposed alterations to this bridge, in order that the work may be carried out without further delay.

I have, &c.,
JOHN RAE,
Commissioner for Railways.

The Town Clerk, Sydney, to The Commissioner for Railways.

Sir, Town Clerk's Office, Sydney, 4 July, 1877.

Referring to correspondence on the subject of the proposed alterations to the Railway Bridge at Ultimo Road, I have the honor, by direction of the Right Worshipful the Mayor, to forward herewith a tracing showing the permanent level of the roadway of the portion of Ultimo Road in question, which has been adopted by the City Council after the usual notice being given.

I have, &c.,
CHAS. H. WOOLCOTT,
Town Clerk.

Mr. Mason, B.C.—J.R., 16/7/77. Drawings are now being prepared for this bridge. I think a vote should be obtained for it as it will cost about £1,600.—W.M., 2/10/77. Place on next Estimates.—E.C., 12/10/77. Mr. Mason to see.—CHAS. A.G., 12/10/77.

No. 8.

Minute of Mr. Secretary Combes.

Bridge, Darling Harbour Branch—Roadway under the Line.

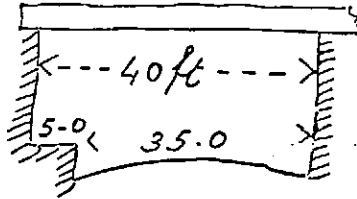
This bridge is at present only about 12 feet in width, and Mr. Mason proposes to widen it to 40 feet. In addition to this the residents ask for a separate footway.

Captain Charles, M.P., represented the matter to me on the part of the inhabitants and others interested, and it seems to me, that while the bridge is being widened a footway should at the same time be made.

E.C., 11/10/77.

I propose to put a separate footway to this bridge of 5 feet wide, leaving a clear span of 35 feet roadway.—W.M., 16/10/77. How does Mr. Mason propose to separate the footway from the road?—E.C., 19/10/77.

By a raised footpath thus :—



W.M., 26/10/77.

Approved.—E.C., 15/11/77. How does the matter now stand.—J.R., 16/11/77. Drawings are now being prepared, and I propose to put a sum on the Estimates for this work as already stated in my minute, 2/10/77.—W.M., 19/11/77. Approved.—E.C., 3/12/77.

No. 9.

Minute of Mr. Secretary Lackey.

Railway Bridge—Road leading to Ultimo.

It has been pointed out that great inconvenience has been suffered by the residents in this neighbourhood through the delay that has occurred in the erection of this bridge, the money for which has been voted since the Estimates of 1876. I would be glad if the Engineer for Existing Lines would give his attention to this with a view to the work being completed with as little delay as possible.

J.L., 30/1/79.

This work would have commenced some time ago but Mr. Sutherland directed the span of the bridge to be made 66 feet instead of 40 feet, which necessitated a fresh set of drawings to be made. The drawings are now sufficiently advanced to allow of the work being commenced in a few days. This will be done and completed as early as possible.—W.M., 5/2/79.

No. 10.

The Engineer for Existing Lines to The Commissioner for Railways.

Department of Public Works, Railway Branch, Existing Lines,

Engineer's Office, Sydney, 2 April, 1879.

I FORWARD herewith a draft advertisement, inviting tenders for supplying wrought-iron girders for Ultimo Road Bridge, for insertion in the *Government Gazette*, &c.

W. MASON.

Approved. Insert early.—CHAS. A.G., 3/4/79. Too late for to-day's *Gazette*.—D.C. McL. Advertisement sent to *Herald*, *Evening News*, *Government Gazette*, and Public Works.—D.C. McL., 4/4/79. Mr. Mason to sec, B.C., 15/4/79.—G.B. Secn.—W.M., 18/4/79.

Gerald Halligan, Esq., to The Commissioner for Railways.

Sir,

Department of Public Works, Sydney, 15 April, 1879.

The tenders, four in number, for the work specified in the margin, are referred to you for report, and you will have the goodness, as early as possible, to return them to me direct, for submission to the Minister.

I have, &c.,

GERALD HALLIGAN,

Acting Under Secretary.

Supplying wrought-iron girders, Ultimo Road Bridge, Darling Harbour.

Mr. Mason, B.C., 15/4/79.—CHAS. A. G.

The tender of G. H. Royce & Co. is the lowest, but it will be seen they require until the 30th September next to complete the contract, which is specified to be completed on the 30th June. It will also be seen that the other tenderers require a similar extension of time on account of having to obtain the iron plates from England. As it is not a pressing necessity to have the girders delivered on the 30th June, I recommend that G. H. Royce & Co.'s tender be accepted.—W.M., 21/4/79.

Approved.—J.L., 30/4/79.

ANALYSIS of Tenders for supplying Girders for Ultimo Road Bridge.

Name of Firm.	Amount.
Mort's Dock and Engineering Company	£ 1,360 0 0
Atlas Foundry and " "	1,934 0 0
G. H. Royce & Co.	980 0 0
Chapman & Co.	1,570 0 0

No. 11.

The Commissioner for Railways to Messrs. G. H. Royce & Co.

Gentlemen, Department of Public Works, Railway Branch, Sydney, 5 May, 1879.

I have the honor to accept your tender dated the 14th ultimo to construct three wrought-iron main girders and forty-two cross-girders, and deliver the same complete and finished in a workmanlike manner in trucks alongside Darling Harbour Wharf in accordance with plans and specification and to the satisfaction of the Engineer for Existing Lines, for the sum of £980.

I have to request that you will at once wait upon the Crown Solicitor with your sureties for the purpose of executing the necessary bond which must be signed within ten days from the date of acceptance of tender or the contract will be withdrawn from you.

I have, &c.,
CHAS. A. GOODCHAP,
Commissioner for Railways.

Messrs. G. H. Royce & Co. to The Commissioner for Railways.

Sir, 305, George-street, Sydney, 8 May, 1879.

We have the honor to acknowledge your letter dated 5th instant, intimating that our tender for the three main girders and forty-two cross-girders for the Ultimo Bridge is accepted, and directing us to call on the Crown Solicitor to execute the necessary bond.

In reply, we beg to say that we have to-day waited on the Crown Solicitor as directed, but he informs us that he is without any instructions on the subject, but that so soon as the bond is ready for signature he will advise us to that effect.

We have, &c.,
G. H. ROYCE & CO.

Messrs. G. H. Royce & Co. to The Commissioner for Railways.

Sir, 305, George-street, Sydney, 14 May, 1879.

Referring to our accepted tender for the girders for the Ultimo Road Bridge and our subsequent interview with you on the subject of inspection in England by the inspecting engineer of the Government, we beg leave to accept the terms you offered for such inspection, and also for part payment in England to the extent of 85 per cent. of the contract sum, such terms, as we understood them, being that we were to refund to the Government the 2½ per cent. inspection charges of Mr. Fowler, and also pay interest for the amount so advanced us at the rate of 5 per cent. per annum from the date of the payment to us in England until the delivery of the girders in the colony.

We are telegraphing our London office to-day to put the work in hand immediately so as to get it shipped as early as possible. We shall therefore be glad if you will cause Mr. Fowler to be instructed to inspect the work as early as convenient.

We have, &c.,
G. H. ROYCE & CO.

No. 12.

Minute of Commissioner.

Contract for Supply of Wrought-iron Girders for Ultimo Road Bridge.

WHEN the specification was made for the girders it was anticipated that they would be made in the colony, but owing to the sizes of scantling not being available in the colony, all the tenderers proposed to import them.

Messrs. G. H. Royce & Co.'s tender for £980 has been accepted.

It is important that the girders should be inspected during the progress of manufacture, and upon Messrs. Royce being communicated with on the subject the following arrangement was made:—

Mr. Fowler, the Inspecting Engineer in England, to inspect the girders, and to be paid 2½ per cent., £24 10s., to be paid ultimately by the contractor.

The contractor to be allowed payment in England to the extent of 85 per cent. on the contract sum, £833, less 5 per cent. interest from date of payment until the delivery of the goods in the colony, say four months.

It will be necessary to send telegram to Agent General to instruct Mr. Fowler to inspect, as the girders have been ordered by telegram.

The Agent General to be fully informed by letter, and Treasury requested to make provisions for the payment on the terms stated.

CHAS. A.G.,
20/5/79.

Approved.—J. L., 28/5/79.

Write to Agent General and also Treasurer. The deduction of 5 per cent. interest on advance in London, and the Engineer's fee for inspection can be deducted from the balance of the contract money to be paid in the colony.—CHAS. A.G., 28/5/79.

The Secretary for Public Works to The Agent General.

Sir, Department of Public Works, Railway Branch, Sydney, 6 June, 1879.

Referring to my cablegram of the 29th ultimo (as per margin), I have the honor to inform you that Messrs. G. H. Royce & Co.'s tender was accepted for the supply of these girders, but owing to the sizes of scantling not being available in the colony, all the tenderers proposed to import them, and it was arranged with Messrs. Royce & Co. that Mr. Fowler, the Inspecting Engineer, was to inspect the girders during

Fowler to inspect
girders ordered
from Horsley
Company,
Staffordshire.

during the progress of manufacture, and to be paid 2½ per cent. on the cost of same, which is ultimately to be paid by the contractor.

Messrs. Royce & Co. are to be allowed payment in England to the extent of 85 per cent. on the contract sum—£833.

I have, &c.,

JOHN LACKEY,

Secretary for Public Works.

Memorandum to Under Secretary.

I have to inform you that a tender of Messrs. G. H. Royce & Co. has been accepted by this department for the supply of wrought-iron girders for the Ultimo Road Bridge for the sum of £980; 85 per cent. of which is to be paid in London on the shipment of goods. The Agent General has been informed, and I have to request that you will be good enough to instruct the Treasury Department to have the necessary provision made to meet the payment of this amount, which is to be charged to the "Vote for the Bridge."—CHAS. A.G., B.C., 9/6/79.

Write to Treasury accordingly.—G.H., 16/6/79. Treasury written to, 17/6/79.

The Crown Solicitor to The Commissioner for Railways.

Sir,

Sydney, 7 July, 1879.

In compliance with the instructions contained in your minute paper, B.C., 12/6/79, I have had prepared and forward herewith the agreement bond, executed by Mr. G. H. Royce and his sureties, for girders, &c., for Ultimo Road Bridge, Darling Harbour. Alfred Bennet
J. Hennicker
Heaton.

The plans, specifications, and all other documents herein are returned herewith.

I have, &c.,

JOHN WILLIAMS,

Crown Solicitor.

No. 13.

Messrs. G. H. Royce & Co. to The Commissioner for Railways.

Sir,

305, George-street, Sydney, 5 August, 1879.

By the English mail of 19th June, just to hand, we are in receipt of letter from our London office in which they say, speaking of the girders for the Ultimo Road Bridge—"This work was put in hand directly on receipt of your telegram and is well forward, as it could not be turned out to time at Tipton at the Horsley Company's works, we arranged with Messrs. Appleby Brothers to put it in hand for immediate delivery. On seeing Mr. Fowler as to the inspection, he however informed us that his instructions were to inspect the work at the Horsley Company's works, and although he was perfectly satisfied with the quality of the work turned out by Messrs. Appleby Brothers, which was quite equal to the Horsley Company's, he regretted that he had no power to depart from the letter of his instructions." The work at the time of our letter leaving was being pushed on, and probably the Agent General on receipt of your letter of instructions on the subject, would see that so long as the work was of the first quality and to the satisfaction of Mr. Fowler, that it was of no consequence where it was carried out; but in order to remove any possibility of delay we would respectfully ask that you would cause a telegram to be sent to the Agent General to the effect that "instructions respecting Royce's Ultimo girders apply wherever built," the cost of such telegram we will pay if required, as we are anxious that no delay whatever should occur in the carrying out of our contract. We may remark that Mr. Fowler is well acquainted with the class of work turned out by Messrs. Appleby Brothers, and at the present time is inspecting the work being carried on there for your Government for the Parramatta and Iron Cove Bridges, as well as several other contracts for Egypt, &c., and he expressed himself as satisfied that we had placed the girders in such good hands; and as our contract contains no stipulation as to place of manufacture, but is most strict as to the quality of the work, we trust that you will favour us by giving the instructions asked.

We are, &c.,

G. H. ROYCE, & CO.

Mr. Mason.—CHAS. A.G., 5/8/79. I recommend Mr. Fowler be instructed through the Agent General to inspect girders as required by Mr. Royce.—W.M., 7/8/79. Write out cablegram.—CHAS. A.G., 11/8/79. Cablegram forwarded, 14/8/79. Write to Messrs. Royce & Co.—CHAS. A.G., 17/8/79.

The Commissioner for Railways to Messrs. G. H. Royce & Co.

Gentlemen,

Department of Public Works, Railway Branch, Sydney, 19 August, 1879.

I have the honor to inform you in reply to your letter of the 5th instant, that, under the circumstances therein stated, a cablegram has been sent to the Agent General to direct Mr. Fowler to inspect the girders for the Ultimo Bridge at the establishment at which they are being made.

The cost of this telegram will be debited to you.

I have, &c.,

CHAS. A. GOODCHAP,

Commissioner for Railways.

No. 14.

Messrs. G. H. Royce & Co. to The Commissioner for Railways.

Sir,

305, George-street, Sydney, 30 September, 1879.

We have the honor to inform you, that by the English mail of the 14th August, to hand, this morning, our London office advise us, that Mr. Fowler still declined to take official knowledge of the girders we are constructing for the Ultimo Road Bridge, as up to the date of the mail leaving he had received no instructions other than that the Horsley Company were to make them, we presume that the telegram that

you

you directed to be sent him on the subject had not reached London at that date, but we would respectfully draw your attention to the fact that this continued delay is not being caused by us, which we trust will be borne in mind on the completion of the contract.

We have, &c.,
G. H. ROYCE, & CO.

Inform that I can in no way recognize that the delay is attributable to anybody but themselves.—
CHAS. A. G., 3/10/79.

The Commissioner for Railways to Messrs. G. H. Royce & Co.

Gentlemen, Department of Public Lands, Railway Branch, 6 October, 1879.

In acknowledging receipt of your letter of the 30th ultimo, stating that by the mail of the 14th August last, you were advised by your London office that Mr. Fowler still declined to take official knowledge of the girders you are constructing for the Ultimo Bridge as he had received no instructions other than that the Horsley Company were to make them, and drawing attention to this continuous delay, which you state is not caused by you, and which you hope will be borne in mind on the completion of the contract, I have the honor to inform you that I can in no way recognize that the delay represented is attributable to anybody but yourselves.

I have, &c.,
CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 15.

The Engineer for Existing Lines to Messrs G. H. Royce & Co.

Gentlemen, Sydney, 21 September, 1880.

The time for the completion of your contract for the supply and delivery of the whole of the principals, ventilators, beams, and columns, for iron roofs, for blacksmiths' shops, Honeysuckle Point, Great Northern Railway, having expired on the 15th instant, and none of the material being yet delivered, I have to inform you that the penalties provided for in the general conditions attached to the specification will be enforced.

I am, &c.,
WILLIAM MASON.

Messrs. G. H. Royce & Co. to The Engineer for Existing Lines.

Sir, 305, George-street, Sydney, 27 October, 1879.

We have the honor to acknowledge receipt of your communication, dated 24th instant, directing our attention to the fact that the contract time for the completion of the girders for the Ultimo Road Bridge had expired, and intimating that the penalties provided for in the contract would be enforced.

In acknowledging receipt of said communication we would respectfully point out that the delay complained of has in no way been caused by default on our part, but is entirely owing to Mr. Fowler waiting instructions as to the inspection. On the 14th May the Commissioner for Railways arranged with us that Mr. Fowler should be instructed by cablegram to inspect the work, and we wired our London office to that effect, but on their placing themselves in communication with Mr. Fowler, he declined to act on the telegram he received as we were building the girders in London, and the cablegram, named the Horsley Company, Tipton, as the makers, although no special makers were stipulated for in our contract. So late as the 14th August, as we advised the Commissioner for Railways on 30th ultimo, Mr. Fowler was still waiting instructions, but we have since been advised from London that the inspection has been made and the girders shipped.

On their arrival not a moment shall be lost in completing the contract, but we respectfully submit that under the abovenamed circumstances we should not be held liable for the penalties to which you refer.

We have, &c.,
G. H. ROYCE & CO.

Forwarded for Commissioner's information.—W.M., 31/10/79.

Has the department sustained any loss by the delay? I cannot admit that the department is responsible. Messrs. Royce & Company named the house they proposed to get the girders made by, and the inspecting engineer was instructed accordingly. If the contractors afterwards got them made elsewhere, as was the case, it is absurd to charge the department with delay arising from the change made.—CHAS. A. G., 6/11/79. Mr. Mason, B.C.

The department has not sustained any loss by the non-delivery of the girders up to the present time.—W.M., 7/11/79. Commissioner.

Secn. Inform that the ground advanced by them is untenable and cannot be recognized.—CHAS. A. G., 26/11/79.

The Commissioner for Railways to Messrs. G. H. Royce & Co.

Gentlemen, Department of Public Works, Railway Branch, 29 November, 1879.

In reply to your letter of the 27th ultimo, setting forth the circumstances which led to the delay in completing the girders for the Ultimo Road Bridge, and stating that under the circumstances you should not be held liable for the enforcement of the penalties as provided for in contract, I have the honor to inform you that I have given this matter every consideration, but the ground advanced by you is untenable, and cannot be recognized.

I have, &c.,
CHAS. A. GOODCHAP,
Commissioner for Railways.

No. 16.

The Agent General to The Secretary for Public Works.

Sir, 3, Westminster Chambers, Victoria-street, S.W., 6 November, 1879.
 Referring to your telegram 30th May last, stating that Mr. J. Fowler was to inspect the girders of the Ultimo Road Bridge, supplied by Messrs. Royce & Co., I have the honor to inform you that I have received Mr. Fowler's account of the expenses for such professional services, and I enclose a copy for your information. I propose to pay this claim (£20 15s.) in the course of this week, and I apprehend that a like amount will be claimed by you from Messrs. Royce & Co.

I have, &c.,
 WILLIAM FORSTER.

THE Government of New South Wales, debtor to John Fowler, 2, Queen Square Place, Westminster.
 25 October, 1879. Public Works.

To professional charges for duties performed in the inspection of the iron work of the Ultimo Road Bridge, supplied under Messrs. G. H. Royce & Company's contract—

2½ per cent. on contract amount, £980	... ..	£24 10 0
Deduct estimated cost of freight and 150	... ..	3 15 0
		£20 15 0

The Agent General to The Secretary for Public Works.

Sir, 3, Westminster Chambers, Victoria-street, S.W., 31 October, 1879.
 I have the honor to transmit herewith, in continuation of my letter No. 129-79, of the 9th instant, the remaining documents, viz. (copy of engineer's certificate and bill of lading, per s.s. "Atalanta"), with reference to the shipment by Messrs. G. H. Royce & Co. of the girders for the Ultimo Road Bridge.

I have, &c.,
 WILLIAM FORSTER.

Bill of lading for girders per s.s. "Atalanta" herewith. Storekeeper please call on Royce & Co. and arrange for unloading.—D.V., pro Commissioner, 5/1/80. Arrangements have been made. Bill of lading received.—A.K., 10/1/81. Secretary. Mr. Mason to see.—CHAS. A.G., B.C., 14/1/80. Seen.—W.M., 17/1/80.

J. Fowler, Esq., to The Agent General.
 Ultimo Road Bridge.

2, Queen Square Place, Westminster, S.W., 25 October, 1879.
 I HEREBY certify that the whole of the ironwork for this bridge has been properly manufactured and marked, that the weights have been ascertained, and that the same has been shipped per s.s. "Hankow" and "Atalanta" for Sydney, N. S. Wales, and that Messrs. Royce & Co. are accordingly entitled under their contract to receive the sum of £833, being 85 per cent. of the invoice value of £980.

JOHN FOWLER,
 pro J. D. BALDRY.

No. 17.

The Engineer for Existing Lines to The Commissioner for Railways.

Defective Girders for Ultimo Road Bridge—Alterations of Design.

Department of Public Works, Railway Branch, Existing Lines,
 Engineer's Office, Sydney, 16 January, 1880.

THE girders referred to in the accompanying letter from Mr. Baldry (Mr. Fowler's representative) have arrived, and have been landed on the Darling Harbour Wharf, where I inspected them this morning in company with Mr. Royce, the contractor.

It will be seen that the designs for the girders have been considerably altered by Mr. Fowler, for the reasons stated in Mr. Baldry's letter without my knowledge or consent. Such alterations being in no way required or beneficial; but on the contrary, they have, in my opinion, reduced the immediate and permanent strength of the general superstructure.

Not only have the dimensions of plates, angle-irons, &c., been in various instances altered, but rolled cross-girders have been substituted for the girders specified, which are vastly inferior in their mode of connection with the main girders.

	Tons	cwt.	qrs.	lbs.
Computed weight of girders as originally designed by me, and specified	43	9	3	17
Computed weight of girders as altered by Mr. Fowler, and as sent out	40	8	2	10
Showing a difference of	3	1	1	7
Weight of girders per contractor's invoice	40	4	3	14

Therefore, it will be seen the difference in weight between girders as contracted for and as supplied cannot be less than 3 tons 1 cwt. 1 qr. 7 lbs., as stated above.

Any such failure of cross-girders, as that referred to by Mr. Baldry, is more likely to happen to those sent out, than those in my design. The design was very carefully prepared, and all the strains computed by myself, and I am certain if the girders had been faithfully built to that design their strength and utility would have been beyond question.

The workmanship in the girders is very inferior; out of twenty-four vertical joints, now as they are in section, there are only six which are in close contact according to the specification; the remainder being as much apart as shown on the enclosed sketch.

This is a very important and serious matter as it throws a considerable "shearing" strain on the rivets, which would never exist if the joints had butted close and tight as specified, and will lessen to a very serious extent the ultimate strength of the girders.

The rivetting is very inferior, several of them being loose, and the head not brought into close contact throughout its diameter with the plates.

Taken altogether the work is of such a nature as to prevent me from accepting the girders in their present state, and much as I regret to say it, does not reflect credit on the inspection.

I will take this opportunity to protest against any alterations being made in my designs without my consent, where any responsibility of a serious nature is involved in the result.

WILLIAM MASON.

[Enclosure to Mr. Mason's minute of 16 January, 1880.]

J. D. Baldry, Esq., to The Engineer for Existing Lines.

Dear Mr. Mason,

2, Queen Square Place, 6 November, 1879.

Ever since I received your letter of March, 1878, I have from time to time been expecting to hear of your arrival in England, and I am quite glad to seize an opportunity of writing.

We have had to inspect a bridge for you—the Ultimo Road Bridge, under contract to Messrs. Royce & Co. I thought this bridge was for Mr. Bennett, until he told me it was yours, and I had wondered what railway bridges would be in his department.

I now enclose for your information tracings of the bridge as it has been constructed. You will notice some deviations from the original design. The contractors for the ironwork could not interpret the drawings; when they came home they were torn and very indistinct and badly figured, and there were no official drawings to refer to. As several doubtful points had to be settled, it was easier to make the drawings over again, retaining the same maximum strength as before, and strengthening the weaker portions without increasing the weight of the bridge.

To facilitate the shipment and the erection of the work in the colony the positions of the joints in the flanges were modified as shown.

Heavy rolled joists were substituted for rivetted cross-girders, because when the latter are light and placed close together, as in the present case, the rivets of the work sometimes loosen under the rolling load; and not very long ago we had to substitute rolled joists for rivetted cross-girders which had failed in a bridge similar to the Ultimo Road Bridge.

I trust the bridge as sent out will be to your satisfaction, and with kind regards.

I am, &c.,
J. D. BALDRY.

See my report herewith.—W. MASON, 17/1/80. Commissioner.

Are the scantlings to which the girders are now made, of a size to have admitted of their being made in the colony. See my minute of 20/5/79 on 79/8,746 herewith. What does Mr. Mason propose to do to make as effective as possible the girders, the imperfections of which he has pointed out? I will submit the case for the consideration of the Minister on receiving Mr. Mason's reply to the above queries.—CHAS. A.G., 23/1/80.

1. Yes, but the plates would have had to be imported. 2. I propose that all the joints which do not butt close, the space between the plates should be packed with strips of steel and re-rivetted. All loose or defective rivets cut out and properly replaced. This will remedy to a great extent these faults. But as the attachments of the cross-girders to the plates of the main girders has been so completely altered by Mr. Fowler, I do not think it would be fair to ask the contractor to alter them, after they were done to Mr. Fowler's satisfaction. As 85 per cent. has been paid on these girders in London, I see no alternative but to accept them after the contractor has made the alterations I have named, otherwise had they not been passed by Mr. Fowler, I should have considered it my duty to reject them.—W.M., 27/1/80. Commissioner.

Memorandum to Mr. Purton.

Sir,

Darling Harbour Station, 5 February, 1880.

We have some iron girders at our wharf loaded on to bolster trucks, by Royce and Co., for your department for some time, and as the trucks are urgently required, Traffic Manager will not allow them to remain on the trucks any longer. Kindly advise me at once what I shall do with them, and oblige,

CHAS. PAULL.

The Engineer for Existing Lines.—Y. PURTON, 5/2/80. I see no alternative but to accept these girders. If the Commissioner will advise, I will get them taken to the Ultimo Bridge at once.—W.M., 5/2/80. Commissioner. The girders will be accepted, but the Agent General will be advised that no departure of any moment from the plans forwarded from the Engineer here can be allowed.—J.L., 11/2/80. Mr. Mason please return early.—CHAS. A.G., 12/2/80. Noted.—W.M., 16/2/80. Write fully to Agent General, and request him to direct the attention of the Inspecting Engineer to the Minister's minute.—CHAS. A.G., 23/2/80.

The Secretary for Public Works to The Agent General.

Sir,

Department of Public Works, Railway Branch, Sydney, 25 February, 1880.

In adverting to my letter to you of the 6th June last, relative to the iron girders, to be imported by Messrs. Royce and Co., for the Ultimo Road Bridge, I have the honor to inform you that the girders were inspected by the Engineer for Existing Lines immediately they were landed here, and he has reported that the design forwarded to England has been considerably altered, and that such alterations were in no way required or beneficial; but on the contrary, they have, in his opinion, reduced the immediate and permanent strength of the general superstructure, &c.

Not only have the dimensions of plates, angle-irons, &c., been in various instances altered, but rolled cross-girders have been substituted for the girders specified, which are vastly inferior in their mode of connection with the main girders.

The computed weight of girders as originally designed and specified was 43 tons 9 cwt. 3 qrs. 17 lbs. The computed weight of girders as altered by Mr. Fowler, and as sent out was 40 tons 8 cwt. 2 qrs. 10 lbs., showing a difference of 3 tons 1 cwt. 1 qr. 7 lbs. Weight of girders per contractor's invoice 40 tons 4 cwt. 3 qrs. 14 lbs. It will therefore be seen, the difference in weight between the girders as contracted for and as supplied cannot be less than 3 tons 1 cwt. 1 qr. 7 lbs. as stated above.

The

The workmanship in the girders is very inferior: out of twenty-four vertical joints now as they are in section, there are only six which are in close contact according to the specification, the remainder being as much apart as shown on the enclosed sketch. This is a very important and serious matter, as it throws a considerable "shearing" strain on the rivets, which would never exist if the joints had butted close and tight as specified, and will lessen to a very serious extent the ultimate strength of the girders. The rivetting is also very inferior, several of them being loose, and the head not brought into close contact throughout its diameter with the plates.

It will be seen from the foregoing that the work is of such a nature as to prevent strictly its acceptance by the department, but as the girders were passed by Mr. Fowler, in England, they will of course be accepted in this instance, but in all future contracts where any responsibility of a serious nature is involved in the result, the work cannot be accepted if any departure of any moment is made in the drawing, &c., forwarded from this colony.

I have, &c.,
JOHN LACKEY,
Secretary for Public Works.

No. 18.

Messrs. G. H. Royce & Co. to The Engineer for Existing Lines.

Ultimo Bridge Girders.

Sir,

Sydney, 26 February, 1880.

The two girders for above bridge have been loaded up since last Friday, but the Traffic Department cannot find us waggons to load the third one; we have been waiting all the week for them, and as we understand to-day that they may not be able to let us have them for some time, we have the honor to ask for your certificate for the completion of the work, we will, of course, load the third girder at any time when called on to do so.

We beg to enclose copy of account for certificate, and are, sir,

Yours, &c.,

G. H. ROYCE & CO.

Mr. Purton to report when the whole of the girders, loose plates, and rivets have been delivered.—W.M., 28/2/80.

The rivets and loose plates, &c., have now been handed over to this department. Two of the girders are on bolster trucks, and one is on the wharf ready to be loaded.—J.P., 5/3/80.

Geo. H. Royce & Co., Engineers and Contractors, to Chas. A. Goodchap, Esq., Commissioner for Railways.
Sydney, 26 February, 1880.

22 February, 1880.		£	s.	d.
To girders, cross-girders, and bearing plates for Ultimo Road Bridge, as per contract		980	0	0
CR.				
By amount paid in England by Agent General		833	0	0
„ Mr. Fowler's inspection charges, at 2½ per cent.		20	16	6
„ Interest at 5 per cent. on amount paid by Agent General as per arrangement from October 28th to November 30th, date of delivery of iron on wharf, Darling Harbour		3	15	3
		<hr/>		
		857	11	9
		<hr/>		
		£122	8	3

This contract is now completed. The girders, &c., have been received from Mr. Royce.—W.M., 8/3/80. Commissioner. Seen.—CHAS. A.G., 9/3/80.

No. 19.

The Examiner of Accounts to The Secretary.

Vouchers for signature—Messrs. G. H. Royce & Co., £117 2s. 3d.

THIS voucher is made out in accordance with accountant's statement, but I would point out that the contract stipulates that for each and every day the girders are not delivered complete beyond the time specified, a penalty of £5 will be enforced.

I shall be glad if you will inform me if the penalties are to be enforced, and if so to what date.

R.J.S., 13/4/80.

Mr. Mason to say what fines (if any) are due.—CHAS. A.G., 14/4/80.

The girders were specified to be delivered on the 30th September, 1879, but were not delivered complete until 5th March, 1880, owing chiefly to the delay caused by having to prepare fresh drawings, as those sent to England arrived there in such a mutilated condition, they were unintelligible. Some little delay was also caused by some defective workmanship in the girders having to be remedied after their arrival in Sydney. I believe Mr. Royce did his utmost to supply the girders at the time specified, and probably would have succeeded in doing so only for the accident to the drawings abovenamed. Taking all the circumstances of the case into consideration I think the penalties ought to be remitted, seeing that the Government have not lost anything by the delay. Full penalties, 157 days, at £5—£785.—W.M., 3/5/80. Commissioner.

Approved.—J.L., 7/5/80. Voucher for £117 2s. 3d. forwarded for payment.—R.J.S., 10/5/80.

No. 20.

No. 20.

J. D. Baldry, Esq., to The Engineer for Existing Lines.

Dear Mr. Mason, 2, Queen Square Place, Westminster, S.W., 20 May, 1880.

I have not had the pleasure of hearing from you since I wrote on the subject of the Ultimo Road Bridge, but a communication has come from the Government complaining that the work was imperfect and that the original plans were not adhered to. This shall be answered officially next mail. The explanation is that the contractors' tracings were unintelligible, and the figured dimensions in many instances obviously wrong * * * * *

Yours, &c.,
J. D. BALDRY.

Put by till reply referred to comes to hand.—CHAS. A.G., 22/7/80.

No. 21.

Agent General to The Secretary for Public Works.

Girders for Ultimo Road Bridge.

Sir, 5, Westminster Chambers, Victoria-street, S.W., 17 June, 1880.

With reference to your letter, No. $\frac{80}{25}$, of the 25th February last, containing certain complaints as to the probable results of the colonial specification not having been strictly adhered to in the matter of the girders recently supplied by Messrs. G. H. Royce and Co., for the "Ultimo Road Bridge," I have the honor to inform you that having communicated the purport of your letter above quoted to Mr. John Fowler, C.E., I have received from that gentleman the report, dated 10th instant, of which a copy is herewith enclosed, and which I trust, after careful consideration of all the circumstances therein set forth, will be regarded as satisfactory.

I desire specially to invite your attention to, and to express my concurrence in, the concluding paragraph of Mr. Fowler's report, in which he points out the necessity of the Agent General being furnished with the fullest official documents, drawings, &c., not only for the guidance of this department, but also for that of the Engineer, in place of being dependent upon the contractors for information, as in the present instance, which you will doubtless perceive from the accompanying report, has led to inconvenience.

I had the honor some years ago to draw your attention to the desirableness of dealing with contractors and others through the Agent General, and I venture again to impress it upon your notice.

I have, &c.,

DANIEL COOPER.

Mr. Mason.—B.C., 8/9/80.—CHAS. A.G. See my reply herewith and also remarks on the margin of Mr. Fowler's letter.—W. MASON, 23/9/80.

[Enclosure to Agent General's letter.]

Girders for Ultimo Road Bridge.

Sir, 2, Queen Square Place, Westminster, S.W., 10 June, 1880.

I beg to acknowledge receipt of your letter of the 12th May, enclosing a copy of a communication, dated Sydney, 25th February, received from the Secretary for Public Works, containing certain complaints as to the probable results of the Colonial specification not having been strictly adhered to, and requesting me to furnish a report thereon.

In accordance with the above instructions I have to report as follows:—

I received no official instruction with respect to the above bridge until the work was nearly completed by the contractor, nor any tracing of the same even then.

The matter was brought to my notice in the following manner:—In June, 1879, the contractor, to whom the ironwork had been sub-let in this country, called upon me with some carelessly made tracings of the girders and requested me to advise him upon them as they were in many essential points conflicting and unintelligible.

I went through the traces with him very carefully and found that the same plate or angle-iron was frequently figured of two and sometimes three different sizes, and as it was impossible to say which was the size intended to be adopted, it appeared to me that the only alternative to delaying the work some months was to calculate the strength of the girders as indicated on the tracings, so far as was possible with the discrepancies, and to redraw the same, giving a slightly increased strength. The manufacturer of the ironwork accepted the responsibility of this suggestion, and the girders were redrawn accordingly, adhering as closely as possible to the original tracings.

Some of the chief discrepancies and apparent errors in the tracing submitted to me by the manufacturer were as follows:—

$\frac{1}{2}$ and $\frac{5}{8}$ elevation, $\frac{1}{2}$ and $\frac{5}{8}$ cross section.

The $\frac{1}{2}$ and $\frac{5}{8}$ refer to one section and the $\frac{1}{2}$ and $\frac{5}{8}$ to another, and both are correct as per my drawing.

This refers to another section.

Not centre-plate section.

Centre section is shown with $\frac{5}{8}$ plate.

There are joint-plates figured $3\frac{1}{2} \times \frac{5}{8}$, $3\frac{1}{2} \times \frac{1}{2}$, and $3\frac{1}{2} \times \frac{3}{8}$; the only angle-iron shown in upper section is $5 \times 5 \times \frac{5}{8}$.

I do not consider $\frac{1}{2}$ plate insufficient in the form used.

The plates forming the web are $\frac{1}{2}$, $\frac{5}{8}$, and $\frac{1}{2}$, no other thickness given.

The joint-plates are figured $\frac{1}{2}$ for $\frac{1}{2}$ web, $\frac{3}{8}$ for $\frac{5}{8}$ web, and $\frac{1}{2}$ for $\frac{1}{2}$ web, $\frac{5}{8}$ is not mentioned.

The top flange at the centre of the middle girder was marked on the drawing, on the elevation, as one $\frac{1}{2}$ and one $\frac{5}{8}$ plate, and on the cross section as one $\frac{1}{2}$ and one $\frac{5}{8}$ plate. As constructed it consists of three $\frac{1}{2}$ plates, thus giving an increased thickness of $\frac{1}{2}$ beyond the larger of the two different dimensions figured on the tracing.

Intermediate, between the centre of the span and the pier, the same flange, according to one set of figures was shown to be $\frac{1}{2}$ and one $\frac{5}{8}$ plate, and according to another set of figures one $\frac{1}{2}$ and one $\frac{5}{8}$ plate. As constructed it consists of two $\frac{1}{2}$ plates, an increase on the smaller dimensions.

The top flange near the centre of the outside girder appeared on the tracing with the conflicting dimensions of one $\frac{1}{2}$ and one $\frac{5}{8}$ plate, and of one $\frac{1}{2}$ and one $\frac{5}{8}$ plate. As constructed it consists of two $\frac{5}{8}$ plates.

The angle-iron is figured $5\frac{1}{2} \times \frac{5}{8}$ in one place, $5 \times 5 \times \frac{5}{8}$ in another, and $3\frac{1}{2} \times 3\frac{1}{2} \times \frac{5}{8}$ in a third place. Such heavy angle-iron as $5 \times 5 \times \frac{5}{8}$ and upwards is certainly used in girders of 150 feet to 200 feet span, but never in such small girders as the present (66 feet), and it was assumed therefore to be a clerical error in the contractors' tracing, and corrected accordingly.

The top flange at the end of the outside girder is figured $\frac{1}{2}$ thick, which again is an obvious clerical error, as such thin plates are never used in compression even in the smallest girders. As constructed the thickness is $\frac{5}{8}$, or nearly three times the figured thickness.

The web at the centre of the same girder is figured in two places $\frac{1}{2}$ thick, and in others $\frac{1}{2}$. As constructed it is made $\frac{1}{2}$, or the larger of the two dimensions.

The joint-plates to the web are figured $\frac{5}{8}$ thick where the web is $\frac{1}{2}$ thick, and only $\frac{5}{8}$ thick where the thicker web is used, which could not have been intended. As constructed the joint-plates are dispensed with (as they are in the original design in the instance of the more heavily loaded middle girder) and the T iron stiffeners covers the joints. This accounts for some saving in weight. This

This is entirely at variance with my experience. Cross-girders properly made of my design were erected on our Great Southern line, and have been subjected to exceedingly heavy rolling loads for the last twelve years, and are now in excellent condition, never having had any repairs beyond once painting done to them during that time; they were made in England under Mr. Fowler's supervision.

The sketch given is from Mr. Fowler's drawing, but not executed when received here, for the filling pieces are flush with top of cross-girders, not above as shown, consequently only four rivets secure them to main girders, instead of six as on tracing of the T iron on girders is shown 6 x 3, but on the girders as sent here only 5 x 3.

No, the attachment is not the same nor the same number of rivets.—W.M., 23/9/80.

With reference to this allegation, I must remark, firstly:—That it is not usual to insist upon the web-joints being strictly "in close contact," and not having seen the specification, I was not aware that the present case was desired to be an exception.

Secondly:—With reference to the increased shearing strain which, it is feared will come upon the rivets, I think it will be seen on reconsideration that it is a matter of fact, and capable of rigorous mathematical demonstration that no such increased strain can result from the web-plates not being in strict contact.

Thirdly:—The shearing strain on the rivets in the web-joints, as arranged on the contractors' tracing would have been just 50 per cent. greater than that on the rivets in the girder as constructed.

On the former tracings the rivets are shown to be 6 inches pitch, and knowing that no Government Inspector would pass the girders in this country if so arranged as the strain would exceed the authorized limits, I assumed that the 6 inches was a clerical error for 4 inches and pitched the rivets accordingly.

It is unnecessary for me to dwell further upon the discrepancies in the tracings brought to me by the contractor for the ironwork.

If it had been possible for him to have constructed the bridge according to the tracings, I should not have advised their being redrawn, but it was absolutely necessary to do so before the work could be even commenced.

I would respectfully draw the attention of the Secretary of Public Works to the necessity of official documents being sent over to England to the Agent General so that I may not have to depend on information received from contractors, as I have had in this, and also in a more recent case (the Darling Harbour foot-bridge), for which I have received no official drawing or specification whatever.

I have &c.,
JOHN FOWLER.

Mr. W. Mason's reply to Mr. Fowler's letter dated 10 June, 1880.

Wrought-iron Girders for Ultimo Road Bridge.

TRACINGS of the girders were sent from Sydney by the contractors on the 9th April, and arrived in England, I am informed by Mr. Royce, on the 19th May, 1879.

On my recommendation Mr. Fowler was instructed by cablegram on the 29th May to inspect their manufacture.

Mr. Fowler in his letter of explanation, dated 10th June, 1880, says he received no official instructions about inspecting them until the work was *nearly completed*; and further on he says the work could not be *commenced* until the tracings sent by the contractor were redrawn.

If it was necessary to redraw the girders before the work could be commenced, how was it possible that the work could be "nearly completed" before the drawings were made?

The tracings of the girders were received in England on the 19th May, and Mr. Fowler was instructed on the 29th May, by cablegram, to inspect their construction.

He says the matter was brought to his notice by the contractors, to whom the work had been sub-let, in June, 1879, when he advised the redrawing of the tracings.

Now it is very clear that Mr. Fowler received official instructions *before* the redrawing of the tracings was made, so how is it possible that the work could have been "nearly completed" before he received official instructions?

Supposing it to have been possible that the contractors could have made the girders in the few days intervening between the receipt of the tracings and Mr. Fowler's instructions to inspect their manufacture, they would have made them according to the tracings sent, and not to Mr. Fowler's design. I think the matter is so clear that any further remarks from me on this point are unnecessary.

I am in no way responsible for the alleged errors in the contractors' tracings sent to England.

From my remarks in the margin of Mr. Fowler's letter, it will be seen they are at variance with the contract drawings. Mr. Fowler says "that it is not usual to insist upon the web-joints being strictly in close contact," and "that no increased strain can result from the web-plates not being in strict contact."

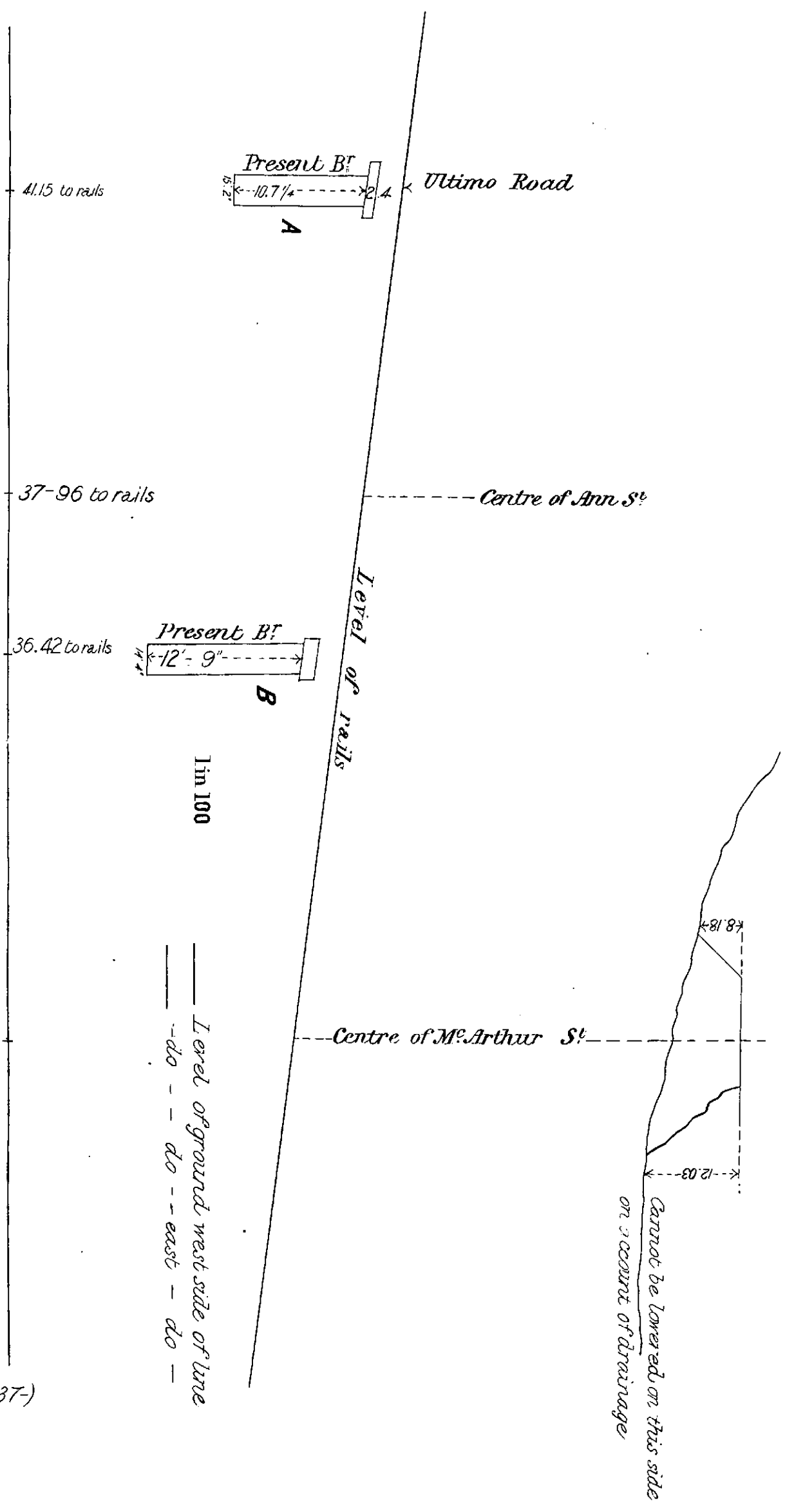
The opposite of this is so well known that I am astonished Mr. Fowler should have made such a confutable assertion.

It would be desirable to know why the circumstances which rendered it necessary for Mr. Fowler to make fresh drawings were not reported to this Government until I complained about the inferior workmanship and alteration in the design of the girders.

Mr. Fowler's explanation does not satisfy the complaints I made about the manufacture of the girders.

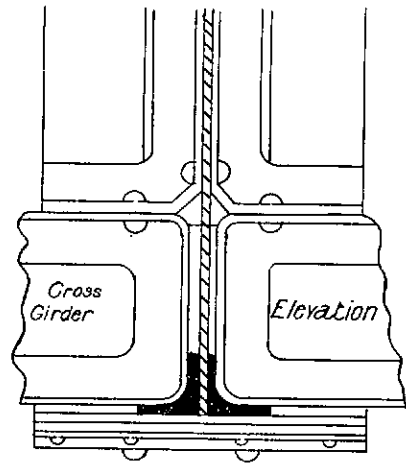
W. MASON,
23/9/80.

[Three Diagrams.]

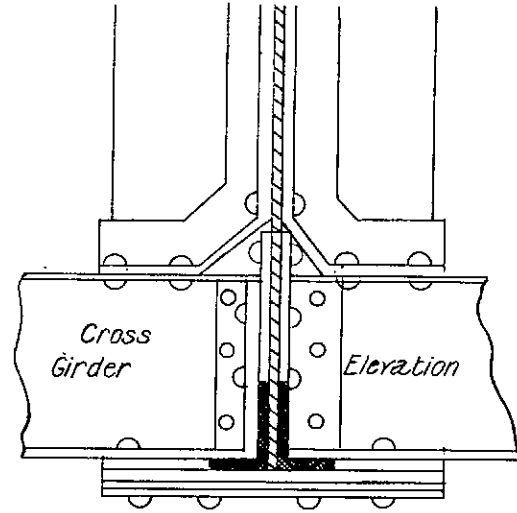


(Sig 37-)

On Tracing



As executed



(Sig 37-)

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FERRY BETWEEN EAST KEMPSEY AND CENTRAL KEMPSEY.
(STATEMENT OF TRAFFIC.)

Ordered by the Legislative Assembly to be printed, 21 July, 1881.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 30th March, 1881, That there be laid upon the Table of this House,—

“ A Return shewing the actual traffic of the Ferry between East Kempsey
“ and Central Kempsey, during the period the Ferries were free.”

(Mr. R. B. Smith.)

NOTICE OF MOTION.

Votes No. 43, 31 March, 1881.

4. FERRY BETWEEN EAST KEMPSEY AND CENTRAL KEMPSEY (*Formal Motion*):—Mr. R. B. Smith moved, pursuant to Notice, That there be laid upon the Table of this House a Return showing the actual traffic of the Ferry between East Kempsey and Central Kempsey during the period the Ferries were free.

Question put and passed.

The only record of traffic that can be obtained is for the seven months ending 30 June, 1879, a statement of which is appended.

KEMPSEY FERRY.

STATEMENT of actual traffic during the seven months ending 30 June, 1879.

	December, 1878.	January, 1879.	February, 1879.	March, 1879.	April, 1879.	May, 1879.	June, 1879.
Foot-passengers.....	2,724	5,507	2,759	3,568	4,091	3,443	4,093
Horses, not drawing.....	339	2,452	1,808	1,995	1,855	2,121	1,636
Vehicles, with 2 wheels.....	17	294	249	205	219	280	299
Do. 4 do.....	76	99	97	56	101	54	72
Bullocks, &c., drawing, and not drawing.....	357	64	275	249	577	384	1,020
Horses, drawing.....	nil.	nil.	nil.	nil.	nil.	nil.	nil.
Sheep, lambs, &c.....	.....	.....	.....	.....	.....	.....	.....

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUNTS IN THE HASTINGS AND MANNING ELECTORATE.

(RETURN RESPECTING.)

*Ordered by the Legislative Assembly to be printed, 20 October, 1881.**[Laid upon Table in accordance with promise made in answer to Question 5, Votes 48, Friday, 23 Sept., 1881.]*

RETURN showing the cost of each Punt, the year when built, the expenditure in repairs, and the rental obtained from the various Ferries in the Hastings and Manning Electorate, in answer to Questions of the Honorable Member for the District, dated the 23rd ultimo.

PUNTS, Hastings and Manning Electorates.

Punts.	Cost of Punt.	Year in which Punt was built.	Repairs and
			additions to Punt and appurtenances.
	£ s. d.		£ s. d.
Taree	317 6 9	1876	154 15 0
Tinonee	316 11 0	1878	9 7 6
Oxley Island	225 0 0	"	102 12 2
Mitchell's Island	230 0 0	"	55 17 9
Lansdowne	297 0 0	1874	27 8 6
Ghini Ghinni	295 0 0	"	11 11 10
Telegraph Point, Wilson's River	270 0 0	1876	30 4 10
Belmore	236 1 3	1874	.....
Hastings River Bar Scrub	243 6 3	"	68 4 3
Wingham* .....	.....	Before 1870	39 1 2
Dumaresq Island	220 0 0	1881	58 13 8
Scott's Creek	269 0 0	1878	23 10 0
Blackman's Point† .....	.....	1876	52 4 10
Camden Haven	230 0	1881	77 2 7

* Original cost cannot be traced in Roads Office. † Cannot trace original cost of punt.
Cost of approaches and wages of Puntman not included.

PUNTS in the Hastings and Manning Electorate—The rental obtained from each since they have been in service.

Rents.	Rent, 1875.	Rent, 1876.	Rent, 1877.	Rent, 1878.	Rent, 1879.	Rent, 1880.	Rent, 1881.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Taree .....	.....	.....	.....	.....	.....	25 0 0	25 0 0
Tinonee .....	.....	.....	.....	.....	.....	162 5 0	115 0 0
Scott's Creek .....	.....	.....	.....	.....	.....	1 7 6	1 7 6
Oxley Island .....	.....	.....	.....	.....	.....	8 0 0	8 0 0
Wingham .....	.....	.....	.....	.....	.....	35 0 0	35 0 0
Dumaresq Island .....	.....	.....	.....	.....	.....	10 0 0	10 0 0
Lansdowne	12 0 0	24 0 0	24 0 0	2 0 0	.....	56 0 0	56 0 0
Ghini Ghinni	5 5 0	10 10 0	10 10 0	0 17 6	.....	54 0 0	54 0 0
Camden Haven River .....	.....	.....	.....	.....	.....	.....	3 0 0
Bar Scrub	0 10 0	1 0 0	1 0 0	0 1 7	.....	10 0 0	10 0 0
Blackman's Point .....	.....	.....	3 6 8	3 6 8	.....	20 0 0	20 0 0
Telegraph Point .....	.....	.....	40 0 0	3 6 8	.....	12 0 0	12 0 0

From February, 1878, to December, 1879, no rents were received. Blackman's Point Ferry was not under this Department till November 7, 1877.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MILITARY DEFENCES INQUIRY COMMISSION.

REPORT

OF THE

ROYAL COMMISSION,

APPOINTED ON THE 16TH FEBRUARY, 1881,

TO INQUIRE INTO THE WORKING OF THE LAWS AND REGULATIONS, AND THE ARRANGEMENTS MADE FROM TIME TO TIME FOR THE ESTABLISHMENT AND MAINTENANCE OF THE MILITARY FORCES OF NEW SOUTH WALES, INCLUDING THE SYSTEM OF EXAMINATION ADOPTED FOR APPOINTMENTS AND PROMOTIONS THEREIN, AND TO SUGGEST IMPROVEMENTS WITH THE VIEW TO ECONOMY IN EXPENDITURE AND EFFICIENCY IN ORGANIZATION, AND GENERALLY TO REPORT UPON THE WHOLE SUBJECT OF THE MILITARY DEFENCES OF THE COLONY;

TOGETHER WITH THE

MINUTES OF EVIDENCE,

THE

REPORT TO THE ROYAL COMMISSION FROM THE MILITARY COMMITTEE,

THE MINUTES OF EVIDENCE TAKEN BEFORE THE COMMITTEE,

AND

APPENDICES.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,

12 July, 1881.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1881.

MILITARY DEFENCES INQUIRY COMMISSION.

President :—

THE HONOURABLE SIR JAMES MARTIN, Knight, Chief Justice.

Vice-President :—

COLONEL PETER HENRY SCRATCHLEY, C.M.G., Royal Engineers.

Members :—

JAMES BARNET, Esquire, Colonial Architect.

EDWARD KNOX, Esquire, J.P.

THE HONOURABLE JOHN BROWN WATT, M.L.C.

THE HONOURABLE FREDERICK MATTHEW DARLEY, Q.C., M.L.C.

COLONEL WILLIAM ACLAND ANDERSON, C.M.G., Commandant of the Local Forces, Victoria.

COLONEL MAJOR FRANCIS DOWNES, R.A., Commanding the Local Forces, South Australia.

COLONEL JOHN SOAME RICHARDSON, Commandant of the Permanent and Volunteer Military Forces, New South Wales.

COLONEL CHARLES FYSCH ROBERTS, Commanding the Artillery Forces, New South Wales.

Secretary :—

CHARLES LYNE, Esquire.

Commission.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen,
Defender of the Faith, and so forth,—

To Our Trusty and Well-beloved,—

The Honourable Sir JAMES MARTIN, Knight, Chief Justice of Our Supreme Court of Our Colony of New South Wales, President; Colonel WILLIAM AGLAND ANDERSON, C.M.G., Commandant of the Local Forces of Our Colony of Victoria; Colonel PETER HENRY SCRATCHLEY, C.M.G., R.E.; Colonel MAJOR FRANCIS DOWNES, R.A., Commanding the Auxiliary Forces in Our Province of South Australia; JAMES BARNET, Esquire, Colonial Architect; EDWARD KNOX, Esquire, J.P.; Colonel JOHN SOAME RICHARDSON, Commandant of the Permanent and Volunteer Military Forces of Our said Colony of New South Wales; The Honourable JOHN BROWN WATT, M.L.C.; and The Honourable FREDERICK MATTHEW DARLEY, Q.C., M.L.C.—

Greeting :

Know ye that We, reposing great trust and confidence in your ability, zeal, industry, discretion, and integrity, do, by these presents, authorize and appoint you, or any three or more of you, as hereinafter mentioned, to make a diligent and full inquiry into the working of the laws and regulations, and the arrangements made from time to time for the establishment and maintenance of the Military Forces of Our said Colony of New South Wales, including the system of examination adopted for appointments and promotions therein, and to suggest improvements with the view to economy in expenditure and efficiency in organization, and generally to report upon the whole subject of the Military Defences of Our said last-named Colony: And We do by these presents give and grant to you, or any three or more of you, at any meeting or meetings to which all of you shall have been duly summoned, full power and authority to call before you all such persons as you may judge necessary, by whom you may be better informed of the truth in the premises, and to require the production of all such books, papers, writings, and all other documents as you may deem expedient, and to visit and inspect the same at the offices or places where the same or any of them may be deposited, and to inquire of the premises by all lawful ways and means: And Our further will and pleasure is that you, or any three or more of you, after due examination of the premises, do and shall within the space of two months after the date of this Our Commission, or sooner if the same can reasonably be, certify to Us, in the office of Our Colonial Secretary, under your or any three or more of your Hands and Seals, what you shall find touching the premises: And We hereby command all Government Officers and other persons whomsoever within Our said Colony of New South Wales, that they be assistant to you and each of you in the execution of these presents: And We appoint you, the said Sir JAMES MARTIN, to be President of this Our Commission.

In testimony whereof, We have caused these Our Letters to be made Patent, and the Great Seal of Our said Colony to be hereunto affixed.

Witness, Our right trusty and well-beloved Councillor, Sir AUGUSTUS WILLIAM FREDERICK SPENCER LOFTUS (commonly called Lord AUGUSTUS LOFTUS), Knight Grand Cross of Our Most Honorable Order of the Bath, Our Governor and Commander-in-Chief of Our said Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this sixteenth day of February, in the year of Our Lord One thousand eight hundred and eighty-one, and in the forty-fourth year of Our Reign.

AUGUSTUS LOFTUS.

By His Excellency's Command,
HENRY PARKES.

Entered on record by me, in REGISTER OF PATENTS, No. 11, pages 298-9, this eighteenth day of February, one thousand eight hundred and eighty-one.

For the Colonial Secretary and Registrar of Records,
CRITCHETT WALKER,
Principal Under Secretary.

VICTORIA, by the Grace of God, of the United Kingdom of Great Britain and Ireland, Queen,
Defender of the Faith, and so forth,—

To Our Trusty and Well-beloved—

Colonel CHARLES FISCHE ROBERTS, Commanding the Artillery Forces of Our Colony of New
South Wales,—

Greeting:

WHEREAS by Our Commission, passed under the Great Seal of Our said Colony, bearing date the sixteenth day of February instant, We did appoint certain Gentlemen therein named to be Our Commissioners, to make a diligent and full inquiry into the working of the laws and regulations, and the arrangements made from time to time for the establishment and maintenance of the Military Forces of Our said Colony, including the system of examination adopted for appointments and promotions therein, and to suggest improvements with the view to economy in expenditure and efficiency in organization, and generally to report upon the whole subject of the Military Defences of Our said Colony: And whereas it has been represented to Us to be expedient to appoint an additional Member of such Commission: Now know Ye, that We do by these presents authorize and appoint you, the said Colonel Charles Fysche Roberts, to be a Member of such Commission accordingly.

In testimony whereof, We have caused these Our Letters to be made Patent, and the Great Seal of Our said Colony to be hereunto affixed.

Witness Our right Trusty and Well-beloved Councillor, SIE AUGUSTUS WILLIAM FREDERICK SPENCER LOFTUS (commonly called LORD AUGUSTUS LOFTUS), Knight, Grand Cross of Our Most Honourable Order of the Bath, Our Governor and Commander-in-Chief of Our said Colony of New South Wales and its Dependencies, at Government House, Sydney, in New South Wales aforesaid, this twenty-fifth day of February, in the year of Our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Our Reign.

AUGUSTUS LOFTUS.

By His Excellency's Command,
HENRY PARKES.

Entered on record by me, in REGISTER OF PATENTS, No. 11, pages 302-3, this twenty-eighth day of February, one thousand eight hundred and eighty-one.

For the Colonial Secretary and Registrar of Records,

CRITCHETT WALKER,
Principal Under Secretary.

WHEREAS it is necessary to extend the time by which the Commissioners are to make their Report in the above matter: Now, therefore, I do hereby, with the advice of the Executive Council, extend the time within which the said Commissioners are to make such Report to and for the period of three months beyond the time in and by the said Commission appointed for such purpose.

Given under my hand at Government House, Sydney, this nineteenth day of April, one thousand eight hundred and eighty-one.

AUGUSTUS LOFTUS.

By his Excellency's Command,
HENRY PARKES.

Entered on record by me, this twentieth day of April, one thousand eight hundred and eighty-one.

For the Colonial Secretary and Registrar of Records,

CRITCHETT WALKER,
Principal Under Secretary.

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MILITARY DEFENCES INQUIRY COMMISSION.

MINUTES OF PROCEEDINGS.

WEDNESDAY, 2 MARCH, 1881.

The Commission met at the Supreme Court.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

James Barnet, Esq.,

Edward Knox, Esq., J.P.,

Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,

Colonel John Soame Richardson.

The President stated that he had conversed with Colonel Richardson upon the subject of the preliminary matter which it was necessary that the Commission should make itself acquainted with, and that Colonel Richardson had undertaken to prepare a short history of the Military movements in this Colony from the beginning of the Volunteer movement, together with the cost each year, and a statement of the present organization and condition of the Force.

Colonel Richardson said he had this ready for the printer, and that the return would show the average numbers per annum, and the total cost.

The Commission discussed the subject of the Volunteer Land Orders, the number of orders issued, and the position of those persons who had received them, with a view to ascertain the number of persons who became efficient under the Volunteer Land Order system.

The subjects of the position of the volunteers and their liability to be called out for active service, the number of artillerymen required to man the batteries, the number and condition of the men necessary to form the nucleus of a force sufficient to defend all the points where an enemy could land and approach Sydney, together with the question whether it would be necessary to reorganize a permanent infantry force, and the propriety of obtaining a report from some one who could point out the places where a force might be landed and marched to Sydney, were also considered.

Colonel Richardson promised to obtain all the reports upon these subjects available, and to circulate them among the members of the Commission.

The Commission decide to hold their meetings in the office of the President, at the Supreme Court, the hour of meeting to be 3 o'clock in the afternoon.

THURSDAY, 10 MARCH, 1881.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

James Barnet, Esq.,

Edward Knox, Esq., J.P.,

Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,

Colonel Peter Henry Scratchley, C.M.G., R.E.,

Colonel William Acland Anderson, C.M.G.,

Colonel John Soame Richardson,

Colonel Charles Fysche Roberts.

The Commission was read by the President.

The meeting discussed the desirability of appointing a Committee to take evidence, and it was resolved that such Committee should be formed of the Military Members of the Commission, with the right to exercise the general powers of the Commission.

On the motion of Colonel Roberts, Colonel Scratchley was appointed Vice-President of the Commission.

Mr. Charles Lyne was formally appointed Secretary and Shorthand-writer to the Commission.

Colonel Richardson laid before the Commission the following books and documents:—

- 2 copies : Army Discipline and Regulation Act.
- 2 " Queen's Regulations.
- 2 " Pay and Promotion Warrant.
- 4 " Military and Naval Forces Regulation Act, 1871.
- 1 " Volunteer Act, 1854.
- 10 " Volunteer Act, 1867.
- 10 " Regulations for New Organization.
- 10 " Regulations for Old Organization (obsolete).
- 10 " Sir William Jervois' Report.
- 10 " Commandant's Memoranda, 21/4/75 and 10/12/76.
- 10 " Colonel Scratchley and Commandant's letter to Governor, 13/12/77 and 26/12/77.
- 10 " Estimates, 1881.

- 10 copies : Return of Pay and Service of Officers.
 10 " Tables of Establishment, Volunteer Force.
 10 " Volunteer Pay Schedules.
 1 copy : Standing Orders for the Conduct of Business and Duties generally as applied to the Volunteer Force.
 1 copy : Map of Military Survey of Country around Botany.
 10 copies : Memorandum of Commandant on Maintenance, &c., of Military Forces of Colony.
 1 copy : Annual Returns for the year 1880 rendered to the War Office for the Intelligence Branch of that Department, viz. :—
 A. Return of Fortifications in the Colony.
 B. Return of Ordnance, Arms, Ammunition, &c.
 C. Return of Barracks, Huts, &c.
 D. Return of Colonial Naval Forces.
 E. Return of Railways and Telegraphs.
 10 copies : Memorandum, submitted for the information of the Royal Commission on Defences, with reference to the maintenance from time to time of the Military Forces of the Colony, and more especially to certain points bearing on the organization, discipline, training, pay, &c., of the existing Forces.

The Commission deliberated with reference to the order of their proceedings; and the subjects of the defence of Sydney, and the number and position of the men required to resist attack, naval organization in connection with the military defences, torpedo defence, the status of the Naval Brigade, the necessity or otherwise for obtaining more arms, and for the establishment of armouries, and the existing arrangements in relation to the Military Store Department and the Ordnance Storekeeper, were considered.

Colonel Richardson informed the Commission that he had called for reports from the Officers Commanding Regiments and would lay them on the table.

FRIDAY, 25 MARCH, 1881.

MEMBERS PRESENT :—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnet, Esq.,

Edward Knox, Esq., J.P.,

Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,

Colonel William Acland Anderson, C.M.G.,

Colonel Major Francis Downes, R.A.,

Colonel John Soame Richardson.,

Colonel Charles Fysche Roberts.

The minutes of the two previous meetings were read and confirmed; and signed by the Vice-President who occupied the chair in the absence of the President during the early part of the meeting.

The Secretary read the following Progress Report from the Military Committee :—

THE Committee, composed of the Military Members of the Royal Commission, appointed at a General Meeting of the Commission, held on the tenth day of March, have the honor to submit the following Progress Report :—

The Committee, although they have not completed their labours, have thought it advisable to inform the President of the Royal Commission that they are prepared to submit a statement of the work done by them up to date.

Being fully impressed with the gravity and responsibility of the task entrusted to them, the Committee have inquired, in minute detail, into the several questions referred to the Commission for report. They have examined each other on all points, and have had before them the gentlemen at the heads of the Departments of the Post Office, Telegraphs, Railways, Police, Penal Establishments, and Lunatic Asylums. They have also examined the Ordnance Storekeeper and Barrack Master, and the Officer commanding the Naval Brigade.

They are now considering their report, and hope to lay it before the Commission at an early date.

The report of the Committee will comprise a brief recapitulation of the opinions of the military members of the Commission upon the principal points referred to the Royal Commission for inquiry. It will be accompanied by the evidence taken before the Committee.

The

The Committee trust that the report will be found to contain sufficient information to assist the Commission in arriving at conclusions upon the matters referred to them by the Government for inquiry and report.

The Committee have reason to hope that it will be found there is not much material divergence of opinion amongst the members on essential points.

There are two subjects, however, to which the Committee desire to lose no time in directing the particular attention of the Commission—as affecting the general question of economy and efficiency—viz., the consideration of the position of the Volunteer Naval Brigade in the Defence organization of the Colony, and the relations existing between the Colonial Military Authorities and the Ordnance Storekeeper.

Each member of the Military Committee has been examined upon the following subjects:—

1. Necessity of Permanent Force.
2. Permanent Force and Reserve—organization and constitution.
3. Organization and constitution of Volunteer Force.
4. Composition and strength of Field Force.
5. Strength of Permanent Force and Garrisons required to man Harbour Defences.
6. Ordnance Store Department.
7. Examinations—First Appointments and Promotions.
8. Expenditure, &c.

The Heads of Departments already referred to were examined upon subjects connected with the formation of a Reserve, so far as they might affect their respective Departments.

The Committee met on the following dates, the average duration of the sittings being six hours:—March 11th, 12th, 14th, 15th, 16th, 17th, 18th, 21st, 22nd, 23rd, and 24th.

P. H. SCRATCHLEY,
COLONEL, R.E.,
Vice-President.

W. A. D. ANDERSON,
COLONEL.

M. F. DOWNES,
COLONEL, R.A.

J. S. RICHARDSON,
COLONEL.

C. F. ROBERTS,
COLONEL.

Sydney, 25th March, 1881.

On the motion of the Hon. J. B. WATT, seconded by Mr. EDWARD KNOX, it was resolved that the Progress Report of the Military Committee be received, passed, and entered upon the Minutes of Proceedings.

As several members of the Commission were about to leave Sydney the Commission deliberated upon the question of adjourning until the Final Report of the Military Committee, and the evidence taken before them, were ready for distribution, and it was moved by the Hon. J. B. WATT, and seconded by Mr. EDWARD KNOX,—

“That the Royal Commission, at its rising this day, adjourn until Thursday, 5th May next; the Military Committee in the meantime to continue their labours as they may find necessary.”

The motion was agreed to, and the Commission adjourned accordingly.

WEDNESDAY, 11 MAY, 1881.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnet, Esq.,
Edward Knox, Esq., J.P.,
Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,
Colonel John Soame Richardson,
Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

Two letters from John Cooper, Captain, 1st Regiment, Volunteer Rifles, expressing a desire to give evidence before the Military Committee, were laid before the Commission, and it was resolved that no evidence of the kind referred to in the letters should be taken.

Colonel Scratchley informed the Commission that the final Report of the Military Committee would be ready for distribution at the next meeting, and that the only difference between the final Report and a Draft Report which had been distributed would be the introduction of some verbal amendments necessary in consequence of communications with Colonel Downes, who had returned to Adelaide.

The Commission considered the Draft Report and evidence received from the Military Committee, and discussed various questions referred to in the Report, and afterwards adjourned until 3 p.m. on Monday, 16 May.

MONDAY, 16 MAY, 1881.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnet, Esq.,
Edward Knox, Esq., J.P.,
Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,
Colonel John Soame Richardson,
Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Final Report to the Royal Commission from the Military Committee, together with the Minutes of Evidence taken before the Committee, and Appendices, was laid upon the table.

On the motion of Hon. F. M. DARLEY, seconded by Hon. J. B. WATT, the Report was received, and the Commission proceeded to consider the recommendations made in the Report.

Hon. F. M. DARLEY moved:—

“That the Permanent Artillery Force should consist of 500 officers and men.”

Discussion ensued, and the Commission divided.

Ayes, 3.
Hon. F. M. Darley,
Mr. James Barnet,
Colonel Roberts.

Noes, 4.
Hon. J. B. Watt,
Mr. Edward Knox,
Colonel Richardson,
Colonel Scratchley.

The motion was therefore negatived.

Mr. EDWARD KNOX moved:—

“That the Permanent Artillery Force should consist of 440 officers and men.”

The Commission divided.

Ayes, 5.
Hon. J. B. Watt,
Hon. F. M. Darley,
Mr. James Barnet,
Mr. Edward Knox,
Colonel Roberts.

Noes, 2.
Colonel Richardson,
Colonel Scratchley.

The motion was therefore passed.

Hon. F. M. DARLEY moved:—

“That the Artillery Reserve should consist of 560 men.”

Discussion ensued, and the Commission divided.

Ayes, 5.
Hon. F. M. Darley,
Hon. J. B. Watt,

Colonel Scratchley.

Mr. James Barnet,
Mr. Edward Knox,

Colonel Richardson and Colonel Roberts did not vote.

The motion was therefore passed.

Mr. EDWARD KNOX moved:—

“That the Volunteer Militia Artillery should consist of 300 officers and men.”

Discussion ensued, and the Commission divided.

Ayes, 4.
Hon. F. M. Darley,
Colonel Richardson,
Mr. James Barnet,
Mr. Edward Knox.

Noes, 3.
Hon. J. B. Watt,
Colonel Roberts,
Colonel Scratchley.

The motion was therefore passed.

Mr.

Mr. EDWARD KNOX moved :—

“That in addition to the 300 Volunteer Militia Artillery there should be a force of 1,500 officers and men, consisting of Engineers, Torpedo Corps, and Infantry.”

The motion was passed unanimously.

Mr. JAMES BARNET moved :—

“That the Volunteer Reserve should consist of 1,200 men.”

Discussion ensued, and the Commission divided.

Ayes, 6.

Hon. J. B. Watt,
Hon. F. M. Darley,
Colonel Richardson,
Mr. James Barnett,
Mr. Edward Knox,
Colonel Roberts.

Noes, 1.

Colonel Scratchley.

The motion was therefore passed.

Section 9 of the Military Committee's recapitulation of their opinions and recommendations, referring to the establishment of Rifle Companies, was negatived.

Colonel SCRATCHLEY moved :—

“That in addition to the available force of 300 Mounted Police, there should be a Mounted Rifle Corps consisting of 100 officers and men.”

The motion was passed unanimously.

Section 12 of the Military Committee's recapitulation of their opinions and recommendations, relating to the appointment, promotion, and education of Officers for the local Forces, and section 13, referring to the appointment of a Military Adviser and Inspecting Officer for the local Forces in Australia, were passed unanimously.

The Commission decided to meet on Monday, Wednesday, and Friday in each week, and then adjourned until 3 p.m. on Wednesday, 18th May.

WEDNESDAY, 18 MAY, 1881.

MEMBERS PRESENT :—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnett, Esq.,

Edward Knox, Esq., J.P.,

Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,

Colonel John Soame Richardson,

Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

A letter was read from the Honourable the Colonial Secretary, enclosing a minute from His Excellency the Governor with reference to the position of the Governor as Commander-in-Chief, in regard to the local Forces; and also to the relative position of the Governor and Commander-in-Chief, of the Colonial Secretary, and of the Executive Council, in regard to the general administration of Military affairs.

The letter and minute were received.

The Commission further considered the Final Report of the Military Committee.

Colonel RICHARDSON moved :—

“That it is undesirable to make any alteration in the annual rate of pay and allowances granted to the Volunteer Militia, provided that increased training be insisted upon.”

Discussion ensued, and the Commission divided.

Ayes, 3.

Hon. J. B. Watt,
Colonel Richardson,
Mr. Edward Knox.

Noes, 2.

Mr. James Barnett,
Colonel Roberts.

Hon. F. M. Darley and Colonel Scratchley did not vote.

The motion was therefore passed.

Colonel SCRATCHLEY moved :—

“That the men of the Permanent Artillery Reserve receive a retaining fee of £6 per annum, and payment at the rate of 10s. for each of twelve daylight drills necessary for them to attend, and of a duration to be fixed by the Military Authorities.”

The motion was passed unanimously.

Colonel RICHARDSON moved :—

“That the necessary provision be made for the expenditure connected with the maintenance of the Volunteers—referred to in the resolution passed by the Commission on the 16th instant as Volunteer Reserve—such expenditure to be limited to instruction, arms, ammunition, equipment, clothing, &c.; this Force to be affiliated, as far as practicable, to the Volunteer Militia.”

The motion was passed unanimously.

Hon,

Hon. F. M. DARLEY moved:—

“That it is desirable to direct attention to the holding of a general camp during Easter week of 1882, to the supply of ammunition during time of war, to the supply and distribution of ammunition and water to troops in the field, and to the organization of ambulances, &c.”

The motion was passed unanimously.

Hon. F. M. DARLEY moved:—

“That the Commission recommend the re-organization of the Ordnance Store Department, so far as relates to the Military Stores, and the transfer of the control of those stores to the Commandant.”

The motion was passed unanimously.

The Commission adjourned until 3 p.m. on Friday, 20 May.

FRIDAY, 20 MAY, 1881.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnet, Esq.,

Edward Knox, Esq., J.P.,

Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C

Colonel John Soame Richardson,

Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

Colonel SCRATCHLEY explained that he and Hon. F. M. Darley had abstained from voting on the resolution, moved at the last meeting of the Commission by Colonel Richardson, with respect to the rate of pay and allowances to the Volunteer Militia, because they did not clearly understand the large expenditure proposed, and that he should like to move a resolution for a return in detail of that expenditure.

Colonel RICHARDSON promised to have the return prepared.

The Commission further considered the Final Report of the Military Committee.

Hon. F. M. DARLEY moved:—

- (1.) That, in the opinion of the Commission, the Permanent Artillery Force should be organized, constituted, and governed by a military code, similar to that of the Imperial Service, subject to such modified conditions as the Colonial Service may require; and that, for the purpose of bringing moral influence in aid of the maintenance of discipline, the Commandant should have the power of dismissal, and certain Government employments should be open to the members retiring from the Force.
- (2.) That the Commission are also of opinion that the Officer commanding the Artillery should possess the powers vested in the Officers Commanding Regiments in the Imperial Service by the ‘Army Discipline Act.’ ”

The motion was passed unanimously.

Mr. EDWARD KNOX moved:—

“That the Commission approve of the recommendation of the Committee with reference to the employment of men of good character in the Government departments.”

The motion was passed unanimously.

Hon. F. M. DARLEY suggested that there should be in the Report of the Commission a short clause recommending that, so far as was consistent with their efficiency as artillerymen, the Permanent Artillery should be trained to act as infantry.

Discussion ensued, and the question was deferred.

Mr. EDWARD KNOX moved:—

“That, in the opinion of the Commission, the recommendation of the Committee that the present Volunteer paid force be called a Volunteer Militia, should be adopted.”

The motion was passed unanimously.

Hon. F. M. DARLEY moved:—

“That it is the opinion of the Commission that the members of the Volunteer Militia should be enrolled for one year, with leave to retire at any time on giving one month’s notice and paying for uniform, &c., in accordance with the existing regulations, and a penalty of £2.”

The motion was passed unanimously.

The Commission adjourned until 3 p.m. on Monday, 23 May, 1881.

MONDAY,

MONDAY, 23 MAY, 1881.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnet, Esq.,
Edward Knox, Esq., J.P.
Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,
Colonel John Soame Richardson,
Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Commission further considered the Final Report of the Military Committee.

Hon. F. M. DARLEY moved:—

“That the Torpedo Corps be affiliated to the Permanent Artillery, and that in time of action the Officer in Command of the Torpedo Corps be under the direction of the Officer Commanding the Artillery.”

Discussion ensued, and the Commission divided.

Ayes, 6.

Hon. J. B. Watt,
Colonel Scratchley,
Colonel Roberts,
Mr. James Barnet,
Hon. F. M. Darley,
Mr. Edward Knox.

Noes, 1.

* Colonel Richardson.

* (For reasons referred to on page 104 of the printed evidence taken before the Military Committee.)

Hon. J. B. WATT moved:—

“That the Commandant or Officer administering the command of the local forces should at all times be an officer who has had a military training and education in the Imperial Service.”

The motion was passed unanimously.

Mr. EDWARD KNOX moved:—

“That the Officer commanding the Permanent Artillery should at all times be in command of the whole of the Permanent and Volunteer Artillery Forces, including the Torpedo Corps; rank being conferred for this purpose when necessary.”

Discussion ensued, and the Commission divided.

Ayes, 6.

Mr. Edward Knox,
Mr. James Barnet,
Hon. J. B. Watt,
Hon. F. M. Darley,
Colonel Scratchley,
Colonel Roberts.

Noes, 1.

Colonel Richardson.

The motion was therefore passed.

The Commission discussed the subject of compulsory retirement of officers.

Mr. EDWARD KNOX moved:—

“That the Commission agree to the recommendation in paragraph 1, section I, of the Military Committee's Report.”

The motion was passed unanimously.

Hon. J. B. WATT moved:—

“That the Commission adopt paragraph 2, section I, of the Military Committee's Report.”

The motion was passed unanimously.

Mr. JAMES BARNET moved:—

“That the Commission adopt paragraphs 3 & 4, section I, of the Military Committee's Report.”

The motion was passed unanimously.

The Commission adjourned until 3 p.m., on Wednesday, 25 May.

WEDNESDAY, 25 MAY, 1881.

MEMBERS PRESENT.—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnet, Esq.,
Edward Knox, Esq., J.P.,
Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,
Colonel John Soame Richardson,
Colonel Charles Fysche Roberts.

The Minutes of the previous meeting were read and confirmed, and signed by the Vice-President, who occupied the Chair in the absence of the President during the early part of the meeting.

The Commission further considered the Final Report of the Military Committee.

Mr. EDWARD KNOX moved:—

“That the Commission adopt section J of the Military Committee's Report, and that the rank of the Inspecting Officer of the Australian Local Forces be superior to that of full Colonel.”

The motion was passed unanimously.

Hon.

Hon. J. B. WATT moved:—

“That the first four lines of section I, of the Military Committee's Report be negatived, and that the remainder of the section be adopted, the subjects referred to therein having been already dealt with.”

The motion was passed unanimously.

Mr. EDWARD KNOX moved:—

“That the Commission adopt section M of the Military Committee's Report, the subjects referred to therein having been already dealt with.”

The motion was passed unanimously.

Hon. F. M. DARLEY moved:—

“That before considering Section N of the Military Committee's Report, the Commission invite Commodore Wilson to attend before them for the purpose of giving his views upon the subject of the constitution, organization, and training of the Naval Brigade, and their proper place in any scheme for the Defence of the Colony.”

The motion was passed unanimously.

The Commission considered the letter from the Honourable the Colonial Secretary and the minute of His Excellency the Governor, received on 18th inst.

Hon. J. B. WATT moved:—

“That, in the opinion of the Commission, the Governor should be Commander-in-Chief of the local Forces; that all applications for and proceedings of Courts-Martial and Courts of Inquiry having reference to questions of purely military discipline should be reported to him direct by the senior military Officer; and that all other matters connected with the Forces should be communicated to him through the Colonial Secretary.”

Ayes, 6.

Hon. J. B. Watt,
Hon. F. M. Darley,
Mr. Edward Knox,

Mr. James Barnett,
Colonel Scratchley,
Colonel Roberts.

Colonel Richardson abstained from voting.

The motion was therefore passed.

The Commission adjourned until 3 p.m. on Wednesday, 8 June.

WEDNESDAY, 8 JUNE, 1881.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnett, Esq.,

Edward Knox, Esq., J.P.,

Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,

Colonel John Soame Richardson,

Colonel Charles Fyche Roberts.

Commodore J. C. Wilson was examined.

The Commission adjourned until 3 p.m. on Monday, 13 June.

MONDAY, 13 JUNE, 1881.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnett, Esq.,

Edward Knox, Esq., J.P.,

Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,

Colonel John Soame Richardson,

Colonel Charles Fyche Roberts.

The minutes of the two previous meetings were read and confirmed.

Colonel Roberts explained with reference to the motion of the Hon. F. M. Darley, on the 10th May, “That the Artillery Reserve should consist of 500 men,”—that although he did not vote for this motion, it was not because he was opposed to having a reserve, but because he considered the number 500 excessive.

Colonel Scratchley was examined, and read a memorandum in reply to the evidence given by Commodore Wilson.

Colonel Richardson read for the information of the Commission a memorandum received from Colonel Downes.

The Commission adjourned until 3 p.m. on Wednesday, 22 June.

WEDNESDAY,

WEDNESDAY, 22 JUNE, 1881.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

James Barnet, Esq.,

Edward Knox, Esq., J.P.,

Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,

Colonel Major Francis Downes, R.A.,

Colonel John Soame Richardson,

Colonel Charles Fysche Roberts.

Colonel Downes stated that he dissented from several points which had been agreed to by the Commission, and suggested that some understanding should be arrived at before the Report was finally adopted, in order that he should not be compelled to formally record his dissent. He mentioned particularly the resolutions relative to the number of Permanent Artillery and Reserve, and also the question of provision of officers for the Reserve, on which subjects he explained his views.

Colonel DOWNES moved,—

“That it is the opinion of the Commission that it would be desirable to establish a central Military School, on a plan somewhat similar to that in Canada, for the instruction of the officers of the Australian Local Forces.”

The motion was passed unanimously.

Colonel DOWNES moved,—

“That it is the opinion of the Commission, having regard to the great difficulties with which in time of war military supplies could be obtained from England, that a central depôt should be established for all the Australian Colonies, at which depôt gunpowder, small-arm ammunition especially, friction tubes, fuzes, shell, and also other minor articles could be manufactured.”

The motion was passed unanimously.

Colonel RICHARDSON moved,—

“That the Volunteer Reserve, alluded to in the Report of the Military Committee, be composed of persons desirous of serving in a purely voluntary capacity, and that the aim should be, while providing such a force, to so organize it that, for the purposes of instruction, training, and discipline, advantage may be taken of the services of the paid Regimental Staff of the Volunteer Militia, and of the more complete knowledge of their duties and greater discipline which the officers and non-commissioned officers of the Volunteer Militia necessarily possess, by reason of the extended and systematic curriculum of work they are required to go through annually. That the Reserve, in short, should be composed as far as practicable of *men*, the Volunteer Militia providing the means of training, officering, and disciplining the same. That by this affiliation, the changes now being brought about in the administration and tactical organization of regiments at Home may be prepared for, and ultimately carried out in this Colony.

“That the Reserve should serve under the same Act and Regulations as the Volunteer Militia, with such modified conditions as circumstances may seem to warrant.

“That the enrolment of Reserve men should be confined to places either on the line of railway or of easy access to the defensive centres.

“That officers at present on the roll of the Volunteer Force (old organization) shall be permitted on application, to continue their services with the Reserve, and shall thereupon be placed on an unattached list, and detailed to do duty with such Corps as the Commandant may deem most advantageous for the Service.

“That on notice in the Government Gazette of the formation of the Reserve, the various Corps nominally existing under the old organization shall be disbanded.”

The motion was passed unanimously.

Colonel RICHARDSON moved a resolution respecting pay and allowances.

Discussion ensued, and the motion was withdrawn.

Colonel RICHARDSON moved a resolution with regard to sending officers to England for the purpose of studying the military profession.

Discussion ensued, and the motion was withdrawn.

Colonel RICHARDSON moved the reconsideration of the resolution moved by Mr. Edward Knox, on 23 May, with respect to the Officer Commanding the Permanent Artillery being at all times in command of the whole of the Permanent and Volunteer Artillery Forces, including the Torpedo Corps.

Discussion ensued, and the motion was withdrawn.

Colonel DOWNES drew attention to the resolution moved by the Hon. J. B. Watt, on 25 May, with respect to the position of the Governor as Commander-in-Chief of the Local Forces, as being inconsistent with the spirit of the Imperial Regulations.

The Commission adjourned until 3 p.m. on Wednesday, 29 June.

WEDNESDAY, 29 JUNE, 1881.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnet, Esq.,

Edward Knox, Esq., J.P.,

Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,

Colonel Major Francis Downes, R.A.,

Colonel John Soame Richardson,

Colonel Charles Fysche Roberts.

The minutes of the two previous meetings were read and confirmed.

A letter was read from Colonel William Acland Anderson, informing the Commission that through severe illness he was prevented from attending the meetings of the Commission.

The President submitted to the meeting a draft of the Report to be made by the Commission to His Excellency the Governor, and it was decided that the Report should be taken into consideration at a meeting of the Commission to be held on the following day.

Colonel Downes read a memorandum dissenting from resolutions adopted by the Commission with reference to the proposal for a permanent Artillery Force of 440 officers and men and a permanent Artillery Reserve Force of 560 men without officers.

The Commission adjourned until 2 p.m. on Thursday, 30 June.

THURSDAY, 30 JUNE, 1881.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnet, Esq.,

Edward Knox, Esq., J.P.,

Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,

Colonel Major Francis Downes, R.A.,

Colonel John Soame Richardson,

Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Committee considered their Report as it was submitted by the President at the meeting on the previous day.

The following amendment was agreed to, with reference to the number of men required to guard and keep in order the guns, ammunition, and stores connected with the batteries:—

“The majority of the Commission are of opinion that for this purpose the present number of the Permanent Artillery is not sufficient, and that it would be prudent to increase this force to 440 men, officers included, without delay.”

Colonel Downes said he felt it incumbent upon him to dissent from the number 440, in accordance with the evidence he had given before the Military Committee.

After some verbal amendments the Hon. F. M. DARLEY moved with reference to the force of Permanent Artillerymen:—

“That the majority of the Commission recommend that so soon as in the opinion of the Commanding Officer these men have become efficient artillerymen, they should be trained to act as efficient infantry.”

The Commission divided.

Ayes, 4.
Hon. F. M. Darley,
Colonel Scratchley,
Colonel Roberts,
Mr. James Barnet.

Noes, 3.
Colonel Downes,
Colonel Richardson,
Mr. Edward Knox.

Hon. J. B. Watt did not vote.

The resolution was introduced into the Report.

The following amendment was agreed to with reference to the Volunteer Militia:—

“The majority of the Commission recommend that these forces be remunerated in the same manner as they are now remunerated, but be subject to much more frequent drill than at present, and that more stringent regulations, under legislative sanction if necessary, be adopted to ensure discipline in the force.”

It was also agreed that the expenditure upon the purely Volunteer Force recommended by the Commission should be confined to instruction, arms, and ammunition; and that on the formation of this force the Volunteer Corps nominally existing under the old organization should be disbanded.

Colonel DOWNES moved the omission from the Report, of the words “these Colonies are not likely to be made the subject of attack by a large land force.”

Discussion ensued, and the Commission divided.

Ayes, 4.
Mr. Edward Knox,
Colonel Richardson,
Colonel Downes,
Hon. J. B. Watt.

Noes, 4.
Mr. James Barnet,
Colonel Scratchley,
Hon. F. M. Darley,
Colonel Roberts.

The votes being equal the President gave his casting vote with the Noes.

Hon.

Hon. F. M. DARLEY moved that this portion of the Report read as follows:—

“Commodore Wilson in the valuable information which he gave to the Commission has expressed the opinion that these Colonies are not likely to be made the subject of attack by a large land force. Whether this be so or not we are of opinion that we ought to be prepared in all available ways for a raid upon our commerce along our coasts, and possibly for an attempt to overpower our defences should an opportunity present itself.”

The Commission divided.

Ayes, 7.

Hon. F. M. Darley,
Hon. J. B. Watt,
Colonel Downes,
Colonel Richardson,
Colonel Roberts,
Mr. James Barnet,
Mr. Edward Knox.

Noes, 1.

Colonel Scratchley.

The motion was therefore passed.

Colonel RICHARDSON moved that the following clause be introduced into the Report:—

“The Commission are of opinion that, in addition to the recommendations before mentioned, as to the officers of the other branch of the local forces, a scheme of compulsory retirement on account of age should be adopted as regards officers of the Militia and the Reserve.”

The motion was passed unanimously, and the clause was embodied in the Report.

The Commission adjourned until 2 p.m. on Friday, 1 July.

FRIDAY, 1 JULY, 1881.

MEMBERS PRESENT:—

The Honourable Sir James Martin, Knight, Chief Justice, President.

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

James Barnet, Esq.,

Edward Knox, Esq., J.P.,

Hon. John Brown Watt, M.L.C.,

Hon. Frederick Matthew Darley, Q.C., M.L.C.,

Colonel Major Francis Downes, R.A.,

Colonel John Soame Richardson,

Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Commission further considered their Report.

Hon. F. M. DARLEY moved, with reference to the clause relating to remuneration to the Volunteer Militia, that the clause be further amended, so that it should read as follows:—

“The majority of the Commission recommend that these forces receive the same amount of pay in the aggregate as at present, but be subject to at least thirty daylight drills in each year, and that more stringent regulations—under legislative sanction if necessary—be adopted to ensure discipline in the Force.”

The motion was passed unanimously.

Colonel SCRATCHLEY moved the following addition to the first clause on page 3 of the Report, after the words “efficient infantry”:—

“The Commission recommend that this force be employed on the military works of the Colony, subject to proper control.”

The motion was passed unanimously.

Colonel RICHARDSON moved that the following be substituted for the first clause on page 4, with reference to the formation of a purely Volunteer Force:—

“In addition to these paid forces the Commission are of opinion that opportunity should be given for the formation of a purely Volunteer Force not exceeding 1,200 men, this reserve to be affiliated to the Volunteer Militia, and to serve under the same Act and Regulations with such modified conditions as circumstances may seem to warrant. The Commission recommend that the means of training, officering, and disciplining this force, should be furnished by the Volunteer Militia. At the same time officers at present on the roll of the Volunteer Forces (old organization) might be permitted on application to continue their services, for which purpose they should be placed upon an unattached list, and detailed to do duty with such corps as the Commandant may deem most advantageous for this service. The expenditure on this body of men should be confined to provision of instruction, arms, and ammunition. The Commission also recommend that on the formation of the Reserve the various corps nominally existing under the old system should be disbanded.”

The motion was passed unanimously.

Hon. F. M. DARLEY moved, that the following be introduced into the clause referring to the Naval Brigade:—

“And the Commission are of opinion that this force should be organized, drilled, and exercised in some such way as that indicated by Commodore Wilson.”

The motion was passed unanimously.

The Commission adjourned *sine die*.

REPORT.

To His Excellency the Right Honorable LORD AUGUSTUS WILLIAM FREDERICK SPENCER LOFTUS, Knight, Grand Cross, of the Most Honorable Order of the Bath, a Member of Her Majesty's Most Honorable Privy Council, Governor and Commander-in-Chief of the Colony of New South Wales and its Dependencies.

MAY IT PLEASE YOUR EXCELLENCY,—

THE COMMISSION appointed to inquire into the working of the laws, regulations, and arrangements made for the establishment and maintenance of the Military Force of the Colony, including the system of examination for appointments and promotions therein, and to suggest improvements with a view to economy in expenditure and efficiency in organization,—and generally to report upon the whole subject of the Military Defences of the Colony,—have agreed to the following Report:—

A general meeting, at which all the members of the Commission attended, was held on the 10th of March, and after full preliminary discussion, it was thought expedient to refer the purely military questions involved in the inquiry in the first instance to the military members, in order that they might collect information, and submit their opinions to the general body to aid in the preparation of the final report. This Committee sat twenty-three days, from the 11th March to the 7th April, both days inclusive, and the sittings averaged about six hours each day. The care, promptitude, and ability displayed by these experienced officers have been such as to demand the cordial thanks of their non-military colleagues, whose shoulders they have relieved from the chief burthen of the Commission.

Before the first general meeting was held, Colonel Richardson, at the suggestion of the President, prepared and circulated a paper giving a complete account of the Military affairs of the Colony, from the commencement of the Volunteer movement in 1854 down to the present time. By means of this paper (Schedule A), and of the evidence taken by the Committee, together with the report based on that evidence, the Commission were enabled to discuss much more satisfactorily than would otherwise have been possible the many important matters falling within the range of their inquiry. As might be expected, on some points the members of the Committee have

have not entirely agreed. This disagreement may to some extent impair the force of opinions from which skilled and able men have felt themselves compelled to dissent. Upon the whole, however, it is hoped that the result arrived at is such as to commend itself to those by whom our system of military defence must be finally determined.

With the scheme of coast fortification and defence, recommended by that eminent authority, Sir William Jervois, the Commission of course did not feel it within their province in any way to interfere. What the various local Governments have adopted on the recommendation of this distinguished officer may well be left to the test of actual experience whenever the occasion shall arise. How the forces for the working of these defences are to be raised and managed, and what should be the number, distribution, and description, are the questions to which the Commission have directed their attention.

The batteries already constructed, and in course of erection, will of necessity require the presence at all times of a considerable number of skilled men to guard and keep the guns, ammunition, and stores in order. The majority of the Commission are of opinion that for this purpose the present number of Permanent Artillery is not sufficient, and that it would be prudent to increase this force to 440 men, officers included, without delay. When the whole scheme of defence is completed, there will be in the harbour of Port Jackson (omitting all mention of Dawes Battery, Fort Macquarie, and Fort Denison, which are mere saluting and exercising batteries) twelve distinct batteries, viz., five at South Head, two at Middle Head, three at George's Head, one at Bradley's Head, and one at Steel Point. In these twelve batteries there are mounted forty-five guns, the distribution and character of which will be found in Appendix D of the Report of the Military Committee. For these and the saluting and exercising batteries not less than 320 artillerymen, officers included, ought, in the opinion of the Commission, to be provided. The other 120 to make up the force to the number recommended would, it is thought, be little enough to guard the five guns about to be put in position at the entrance to Botany Bay, and the seven guns with which the battery now being erected on the Flagstaff Hill at Newcastle is to be armed.

When the extent and dispersion of these defensive works are considered, the majority of the Commission, notwithstanding the dissent of some of the Military members, are clearly of opinion that the increase here recommended is a matter of necessity. In time of peace, the care and guarding of the guns, magazines, and appliances demand the presence at all times of a skilled and disciplined body of men, and at the outbreak of hostilities, however efficient and numerous the reserve or Volunteer Force may be, a large percentage of thoroughly competent and highly-drilled soldiers is necessary for the working of each gun. In a matter of this kind an error on the side of false economy might be fatal. Nature has favoured the construction of some very formidable batteries at a moderate cost, but it must never be forgotten that the artillery placed in position will not answer the purpose intended unless handled with the utmost skill and precision attainable. Universal experience has shown that this skill and precision can be secured only by careful and continued drill as a business, and not by occasional exercise, differing very little from a pastime. The fully instructed artilleryman is in reality an artisan of a high order, and time, habit, and systematic teaching are necessary to make him thoroughly competent. For a prosperous
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and rapidly advancing Colony like New South Wales the commercial interests of which are extensive, and in the capital of which wealth is so largely accumulated, the maintenance of so small a permanent force as 440 men ought not to be regarded as a burden, and the Commission feel themselves constrained to urge most strongly the inexpediency of curtailing this force by a single man. The majority of the Commission recommend that, so soon as in the opinion of the commanding officer these men have become efficient artillerymen, they should be trained to act as efficient infantry. The Commission recommend that this force be employed on the military works of the Colony, subject to proper control.

As to the organization, constitution, and government of this force the Commission are of opinion that it should be governed by a military code similar to that of the Imperial Service, subject to such modified conditions as the Colonial Service may require. They at the same time recommend that, for the purpose of bringing moral influence in aid of the maintenance of discipline, the Commandant should have the power of dismissal, and that certain Government employments should be open to members retiring from the force. They are further of opinion that the officer commanding the Artillery should possess the powers vested in the officers commanding regiments in the Imperial Service by the Army Discipline Act. The Commission do not think that it would be advisable to make any change in either the period of service or the rate of pay. The five years during which the artillery are now engaged for is probably the shortest term for which soldiers of any arm ought to be bound to serve, having regard to the time necessary to make them really efficient, and to imbue them with that military spirit and habit of association without which the bravest and most intelligent men in the heat of conflict are apt to lose the steadiness so essential to success.

As the members of the permanent force retire from actual service on the termination of their engagements, being then well disciplined and instructed artillerymen, it is of the utmost importance that means should be adopted to secure their services for a further period of five years in case of emergency. The Commission therefore recommend the formation of a reserve force, to be composed of those who have passed through the regular force, and of such other equally fit and approved artillerymen as may present themselves for enrolment, to a number not exceeding 560 men. A considerable period must elapse before this limit can be reached, but this reserve force would be a constantly growing body, and would be as efficient as the permanent force. It is thought that by a retaining fee of £6, and a payment of 10s. for each of twelve daylight drills, coupled with the prospect of employment in the Railway or some other department of the Public Service, the ranks of this reserve force would fill up with reasonable rapidity.

Besides these two bodies of permanent and reserve artillerymen, the Commission recommend the retention of the present force of Volunteer Artillerymen to the extent of 300 officers and men, under the designation of a "Volunteer Militia Artillery," and that the Engineers, Torpedo Corps, and Infantry, to a number not exceeding 1,500 officers and men, be embodied under their present organization as a Volunteer Militia.

The majority of the Commission recommend that these forces receive the same amount of pay in the aggregate as at present, but be subject to at least thirty daylight drills in each year, exclusive of continuous training, and that more stringent regulations—under legislative sanction if necessary—be adopted to ensure discipline in the force.

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In addition to these paid forces, the Commission are of opinion that opportunity should be given for the formation of a purely Volunteer force not exceeding 1,200 men, this reserve to be affiliated to the Volunteer Militia and to serve under the same Act and Regulations with such modified conditions as circumstances may seem to warrant. The Commission recommend that the means of training, officering, and disciplining this force should be furnished as far as practicable by the Volunteer Militia; at the same time officers at present on the roll of the Volunteer force (old organization) might be permitted on application to continue their services, for which purpose they should be placed upon an unattached list, and detailed to go duty with such Corps as the Commandant may deem most advantageous for the service. The expenditure on this body of men should be confined to provision of instruction, arms, and ammunition. The Commission also recommend that on the formation of this reserve, the various Corps nominally existing under the old organization should be disbanded.

For vidette and outpost duty the Inspector General of Police has informed the Commission that, in case of emergency, 300 mounted men of the force under his control could be made available. The Commission have reason to believe that a purely voluntary corps of Mounted Rifles, consisting of 100 officers and men, could be readily formed, equipped, and maintained, without any cost to the Country, other than that of instruction, arms, and ammunition. It would be expedient, under these circumstances, for the Government to avail itself of the patriotism of the gentlemen thus stated to be willing to place their time and money gratuitously at the service of their fellow-citizens. Should the corps be raised in this manner, a valuable body would be at the command of the Military Authorities in case of an attempt to land at some part of the coast remote from batteries or field works.

The Commission are of opinion that the members of the Volunteer Militia should be enrolled for one year with leave to retire at any time, on giving one month's notice and complying with the regulations, and submitting further to a penalty of two pounds.

The majority of the Commission recommend as follows :—

1. That the Torpedo Corps be affiliated to the Permanent Artillery, and that in time of action the officer in command of that corps be under the direction of the officer commanding the Artillery.
2. That the Commandant or officer commanding the local forces shall at all times be an officer who has had a military training and education in the Imperial Service.
3. That the officer commanding the Permanent Artillery should at all times be in command of the whole of the Permanent and Volunteer Artillery Forces, including the Torpedo Corps, rank being conferred for this purpose when necessary.
4. That the Governor should be Commander-in-Chief of the local forces; that all applications for and proceedings of Courts Martial and Courts of Inquiry having reference to questions of purely military discipline should be reported to him direct by the senior military officer; and that all other matters connected with the forces should, when necessary, be communicated to him through the Colonial Secretary.

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The Commission adopted the following opinions and recommendations of the Military Committee:—

“ OFFICERS FOR THE LOCAL FORCES—THEIR APPOINTMENT, PROMOTION, AND EDUCATION.

“ (1.) With regard to the Permanent Artillery officers, the Committee are of opinion that preference of appointment should be given to officers who have served in the Royal Artillery, but that the junior grades should be open to ex-Imperial officers of other branches of the Service, and especially to candidates identified with the Colonies. The Committee submit these proposals on the understanding that the regulations in regard to qualifying examinations, with limit as to time, are strictly carried out.”

“ As to the education of officers, the Committee are unanimous in recommending that a school for instruction with the necessary instructors be formed, in order that officers may attain a defined standard of military knowledge. Instruction to be conducted by qualified officers, and to include such subjects as reconnaissance, field-sketching, surveying, field fortification, minor tactics, elementary chemistry, and mathematics.

“ (2.) With respect to the officers of the other branches of the Local Forces the Committee recommend:—

“ (a) That the nomination or elective principle for the appointment of commissioned officers be abolished, and that the present laws, as to candidates being obliged to produce a certificate of having passed either the Civil Service test examination or one of a higher degree, should continue in force.

“ (b) That, prior to promotion, officers should, as at present, pass an examination as to fitness for higher command; but that some knowledge of field fortification, reconnaissance, and minor tactics be required.

“ (3.) Whilst the Committee, with a view to economy, recommend, for the present, one school of instruction, they consider that all officers of the Local Forces should be required to go through a course suitable to the branch in which they are serving, embracing such subjects as minor tactics, field-fortifications, surveying, and reconnaissance; and for which they should be granted certificates of proficiency.

“ (4.) The Committee strongly recommend that a Military Library and a Reading and Lecture Room, should be established in some convenient position in Sydney, subject to the control of the Commandant, and that an annual grant should be made for the purchase of books and the expenses of the reading-room. In the opinion of the Committee much good would result if lectures and discussions on military subjects were encouraged.

“ MILITARY ADVISER AND INSPECTING OFFICER FOR THE LOCAL FORCES IN AUSTRALIA.

“ The Committee are unanimous in recommending the appointment of an Imperial officer as Inspecting Officer of the Australian local forces, and Military Adviser to the several Governments. This appointment to be held from three to five years, subject to renewal. The duties of this officer should be to conduct periodical inspections of the local forces and the military defences and establishments of the Australian Colonies, and advise the Governments on all subjects connected with the maintenance of the local defences. In time of peace this officer would not exercise any executive command, but in time of war, should there be combined or federal arrangements for defence, he would assume supreme direction. The Committee, in making this recommendation, desire not to lessen the authority or full responsibility of the local Commandants, but rather to strengthen their position.

“ SPECIAL SUBJECTS.

“ The Committee desire to allude to a proposal which has been brought before the Committee by Colonel Anderson, to the effect that a general assembly of the Australian local Forces should take place at some convenient place during Easter week of 1882. It is believed that there would be no difficulty in assembling from five to six thousand men for general manœuvres. It is scarcely possible to exaggerate on military grounds alone the importance of such a muster, as affording an opportunity

tunity for showing the military training and mobility of the several local forces of Her Majesty's Governments in Australia. The effect of demonstrating the military strength available for the defence of any one Colony attacked is not to be overlooked, as a powerful argument in favour of the proposal.

“Supply of Ammunition.—The supply of ammunition in time of war is a subject which the Committee consider should not be overlooked by the Royal Commission, and the majority recommend that steps should be taken to purchase a plant for the purpose of making up small arm ammunition. Colonel Downes suggests the establishment of a Central Arsenal for all the Colonies.

“Supply and distribution of Water and Ammunition in the field and Ambulances.—The supply and distribution of water and ammunition to troops in the field, and the establishment of ambulances, are matters of the highest importance, which should engage the attention of the Colonial military authorities.

“Commissariat Supplies.—The Committee see no difficulty in arranging for the Commissariat supplies to troops in the field, and consider it unnecessary to make any recommendation on the subject.

“ORDNANCE STORE DEPARTMENT.

“The Committee in their Progress Report of the 25th March invited the attention of the Royal Commission to the Ordnance Store Department, and are unanimous in recommending its re-organization. At present this department is in no way under the control of the military authorities. In fact if, in time of war, a deficient supply of munitions of war were found to exist, the Commandant could not be held in the slightest degree responsible, inasmuch as the Committee find that supplies are drawn from store without due provision being made for their being replaced. Further, that officer is not furnished with the periodical returns which are absolutely necessary to enable him to recommend to the Government the replacement of warlike stores used for reviews, ordinary military training, &c.

“The Committee are informed that a Board, designated the ‘Warlike Stores Board,’ exists for the ordering of stores; but this Board, whilst it might afford excuses to the military authorities for insufficient supplies, has no responsible functions. The Committee therefore recommend that this department be placed under the control and orders of the Commandant, subject to such instructions as he may receive from time to time from Government, and that when practicable the men of the Permanent Artillery should be utilized for working parties. If these recommendations be adopted a reduction in the expense of the Ordnance Store Department may be anticipated. It, moreover, appears to be unjust to the Military Department that it should be debited with the total cost of a staff, one half of which at least is required for the performance of duties connected with the management and custody of the mercantile explosives.”

The Commission are of opinion that, in addition to the recommendations before mentioned, a scheme of compulsory retirement on account of age should be adopted as regards officers of the Militia and the Reserve.

The Commission are of opinion that it would be desirable to establish a central military school on a plan somewhat similar to that in Canada, for the instruction of the officers of the Australian local forces. They recommend that, having regard to the great difficulty with which in time of war military supplies could be obtained from England, a central depôt should be established for all the Australian Colonies, at which depôt gunpowder, small-arm ammunition especially, friction-tubes, fuzes, shell, and other minor articles, should be manufactured.

Hitherto no mention has been made of the Naval Brigade. The Commission agree with the Committee in the opinion that that corps is not at present on a satisfactory footing. It consists, it is believed, of a fine body of men, but their proper place is afloat, either in gun-boats, launches, or boats for patrol and observation, as urgency may demand, and the Commission are of opinion that this force should be organized, drilled, and exercised in some such way as that indicated by

Commodore

Commodore Wilson. That officer, in the valuable information which he gave to the Commission, has expressed the opinion that these Colonies are not likely to be made the subject of attack by a large land force. Whether this be so or not, the Commission are of opinion that the Colony ought to be prepared in all available ways for a raid upon the commerce along its coasts, and possibly for an attempt to overpower the defences, should an opportunity appear to present itself. At least two gun-boats, in addition to well-designed torpedo boats of great speed, ought to be procured in England, and in these vessels the Naval Brigade would find their proper vocation. The Commodore impressed upon the Commission the value of having a ship of war like the "Wolverene" as a store and exercising ship, and they are of opinion that the suggestion of that able and experienced officer is worthy of the greatest consideration. It is supposed that the Imperial authorities if applied to would have no difficulty in transferring the "Wolverene" from the control of Her Majesty's Government in England to that of Her Majesty's Government in New South Wales, the more especially as that vessel will otherwise be broken up on her return to the Mother Country. The cost of maintaining this vessel would, the Commission think, be a wise expenditure.

In Schedule B appended to this Report will be found a detailed account of the annual expenditure consequent on the adoption of the recommendations herein contained, exclusive of the cost of the Naval Brigade.

Certified under our hands and seals, this 1st day of July, 1881.

JAMES MARTIN,
President. (L.S.)

P. H. SCRATCHLEY,
COLONEL, R.E.,
Vice-President. (L.S.)

W. A. D. ANDERSON,
COLONEL,
Commanding Local Forces, Victoria. (L.S.)

JAMES BARNET. (L.S.)

FREDERICK M. DARLEY. (L.S.)

M. F. DOWNES,
COLONEL, R.A.,
Commanding Local Forces, South Australia. (L.S.)

EDWARD KNOX. (L.S.)

J. S. RICHARDSON,
COLONEL,
Commanding Local Forces, New South Wales. (L.S.)

C. F. ROBERTS,
COLONEL,
Commanding Artillery Forces, New South Wales.
(Late Major, R.A.) (L.S.)

JOHN B. WATT. (L.S.)

SCHEDULE A.

MEMORANDUM submitted for the information of the Royal Commission on Defences, with reference to the maintenance from time to time of the Military Forces of the Colony, and more especially to certain points bearing on the organization, discipline, training, pay, &c., of the existing Forces.

The first Volunteer Force was enrolled in Sydney in 1854, under an Act of Council, 18th Victoria No. 8, and consisted of one battery of Artillery, one troop of Cavalry, and six companies of Rifles, numbering on the 30th June, 1855, 316 of all ranks. This Force was under the command of Colonel Bloomfield, of Her Majesty's 11th Regiment, and practically ceased to exist in 1856, having cost about £2,603.

In 1860 a second Volunteer Force was enrolled under the Act above quoted, supplemented by Regulations and Corps rules, and consisted, in the first instance, of two batteries of Artillery in Sydney and one battery in Newcastle, one troop of Mounted Rifles and fourteen companies of Rifles in Sydney and suburbs, and six companies of Rifles in the country districts, numbering, on the 1st January, 1861, 1,696 of all ranks. The whole was under the command of Lieut.-Colonel Kempt, of Her Majesty's 12th Regiment. In 1862 Lieut.-Colonel Hamilton, of that Regiment, took command as senior officer in the Colony, and was again succeeded by Lieut.-Colonel Kempt in 1863, on the occasion of the Head Quarters of the Regiment proceeding to New Zealand. The present Commandant (Colonel Richardson) was appointed to the command in February, 1865.

To the end of 1867 the establishment and strength of the Force varied to some extent. The Mounted Rifles had ceased to exist in 1862, and four additional batteries of Artillery were raised in Sydney in 1867, and the companies of Rifles at Head Quarters were organized as two regiments.

No standard of efficiency appears to have existed up to this point.

Here ended, in 1867, the purely Volunteer system, or that in which State-aid was confined to the provision of instruction, arms, clothing, equipment, rifle ranges, ammunition, &c., and for this reason, as also for the purpose of comparison, I shall here show the cost of the Force from 1860 to 1867 inclusive. The average annual strength for this period appears to have been 1,787 of all ranks, and was maintained at a total cost of £55,181, or at the rate of £4 8s. 2d. per head per annum.

At this juncture the Force was in danger of extinction, but was resuscitated by the introduction of an Act of Parliament, entitled the Volunteer Regulation Act of 1867, and Regulations thereunder, which held out inducement in the shape of grants of land, to be issued as payment to such Volunteers as might serve continuously and efficiently for five years. The standard of efficiency consisted of an annual attendance at sixteen drills and shot practice by Artillery, and fourteen drills with musketry (every second year) by Infantry, which exercises were for the most part performed at night.

It may be here remarked that the Imperial troops were withdrawn from New South Wales in 1870, and in the following year Colonial regulars were raised, consisting of one battery of Artillery and two companies of Infantry. The latter were disbanded in 1872. In 1876 the Artillery was increased by a second, and in 1877 by a third battery, at which establishment it now remains.

The Volunteer Force, resuscitated under the land order system, attained its maximum establishment and strength in 1874, consisting in Sydney of ten batteries of Artillery, one corps of Engineers, two Rifle regiments of seven and eight companies respectively. In the Western, Northern, and Southern districts, were one Battery of Artillery, and three Rifle Regiments of eight, four, and five companies respectively.

For various reasons it was determined in 1874, that no liability should be incurred in regard to payment by grants of land beyond that already undertaken and to be anticipated in the prospective issue to Volunteers then in the Force, and maturing service towards such orders. Accordingly, by the stoppage of recruiting, this further liability was avoided.

The Staff maintained latterly under this system differed but little either in cost or personnel from the present Staff, except that three additional officers, acting as fully paid Adjutants to regiments, have since been added to meet the altered and more stringent conditions of service obtaining under the new organization.

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After deduction on account of absence, death, incapacity by age, infirmity, &c., there may be said to be possibly 2,000 men of the old Force remaining in the Colony trained to the use of heavy guns, and possessed of certain skill in the use of the rifle, who could be utilized for defensive purposes, provided their services could be secured.

Since the introduction of the land order system 3,439 orders have been issued, and the cost otherwise of the Force from 1868 to 1878 inclusive has been £148,123, for an annual average of 2,884 of all ranks. It will thus be seen that for the period abovenamed, and calculating each land order to cost the country £60 (Government upset price of land, with departmental expenses for surveying, &c.), the total expenditure equalled £354,463, or £11 3s. 5d. per head per annum.

After the cessation of the land order system, the Volunteer Force, for the third time, commenced to wane, and considerable difficulty was experienced in getting together sufficient numbers for drill, as may be seen by letters addressed to His Excellency the Governor by Colonel Scratchley and myself, under date 26th and 13th December, 1877. This, in conjunction with the frequent references to Parliament by members of the Force, and the publication of a mass of correspondence, disclosed the existence of a litigious and insubordinate spirit, incompatible with the usefulness of the Force as a military body. Added to this, Parliament itself, over and over again, demanded its re-organization on such a basis as would secure increased discipline and efficiency. So urgent indeed had the matter become, that Sir John Robertson, the then Colonial Secretary, directed me to submit recommendations for the improvement of the Military Forces, which I accordingly did, by memoranda dated April 21st, 1875, and December 16th, 1876. In submitting my views, I could not ignore the fact that the requirements of the Colony urgently demanded that the small body of regulars, as represented by the Permanent Artillery, should be supplemented by a Force possessed of such an organization, and undergoing such a training during peace time, as would enable it to assume the exceptionally prominent position (as compared with the English Volunteer Force) it might be called upon suddenly to occupy in time of war. The re-organization of the Volunteer Force was commenced in the latter part of 1878, the system of training being in accordance with the principles advocated by Sir William Jervois and Colonel Scratchley, and as embodied for the most part in the memoranda above quoted.

The principal causes of these successive failures to maintain the purely Volunteer Force in an efficient state for any considerable period is not, I think, difficult to arrive at, viz., that men as a rule are not willing to make considerable inroads on their business and leisure hours; to go through a monotonous and troublesome curriculum of military duties, and to submit themselves to, it may be, unpalatable discipline for nothing.

The present strength of the Permanent and Volunteer Military Forces of New South Wales is as follows:—

General Staff	...	...	...	...	...	...	...	...	All ranks.
									9
3 Batteries of Permanent Artillery	...	...	...	...	...	...	...	...	320
									VOLUNTEERS.
Permanent Staff, unattached	...	...	...	...	...	...	...	...	8
Medical Staff	...	...	...	...	...	...	...	...	3
6 Batteries of Artillery	...	...	...	...	...	...	...	...	300
1 Corps of Engineers	...	...	...	...	...	...	...	...	60
1 Torpedo and Signalling Corps	...	...	...	...	...	...	...	...	100
3 Regiments of 4 Companies each and 2 detached Companies of Infantry	...	...	...	...	...	...	...	...	1,228
									<hr/> 2,028

The distribution is as follows:—

The Permanent Artillery occupies the Victoria and Dawes Battery Barracks in Sydney, with detachments at South, Middle, George, and Bradley's Heads, Steel Point, and Newcastle.

The Volunteer Force has four batteries of Artillery, the Engineer and Torpedo Corps, and two Regiments of Infantry in *Sydney*; one Regiment of Infantry, consisting of Companies formed at Windsor, Parramatta, Bathurst, and Goulburn, in the *Western District*; one Battery of Artillery and one Company of Infantry at Newcastle, and one Company of Infantry at West Maitland, in the *Northern District*; one Battery of Artillery at Wollongong, in the *Southern District*.

The General Staff for the above Forces consists of a Commandant (an ex-Imperial officer), of the rank of Colonel, a Major of Brigade (also an ex-Imperial officer), who performs duties analogous to those appertaining to the departments of Adjutant-General and Military Secretary combined, a Brigade Pay and

and Quarter Master, and an Officer Instructor of Musketry. Included in the above return are non-commissioned officers and persons employed as clerks, &c.

The Permanent Artillery (as also the Volunteer Artillery) are under the command of an ex-Imperial officer, of the rank of Colonel.

The officers of the General Staff, and the Permanent Artillery generally, are subject to the Army Discipline and Regulation Act for the time in force, the Articles of War, Queen's Regulations, and to such other orders, regulations, and rules of whatever nature or kind to which Her Majesty's Army is for the time being subject, so far as the same are not inconsistent with the provisions of the Local Military and Naval Forces Regulation Act of 1871, and the Regulations thereunder, to which the Force above quoted is also subject.

The officers of the Artillery are appointed and promoted by the Governor in Council, and the non-commissioned officers by the Governor, on the recommendation of responsible officers. The examination of officers for promotion is carried out under modified conditions as compared with those in force in the Imperial Service, and necessarily so, as, with the exception of the officer in command, none have had the advantage of the usual preliminary artillery education at Woolwich, or of the scientific training which obtains with Imperial Artillery officers.

The pay of the various ranks is embodied in the Estimates, and it is to be noted that no such rewards for service accrue as in the Imperial Army, in the shape of gratuities, pensions, half-pay, and retirements on full pay, except in case of persons killed or wounded in action or on duty.

Men between the ages of 18 and 40 are enlisted in the Permanent Artillery for five years, and may re-engage for a further period of two or five years. The lowest rate of pay is 2s. 3d. for gunners, in addition to which is granted, free rations of bread, meat, and groceries, free kits on joining, annual issue of uniform, barrack accommodation, fuel and light, and medical attendance. Special rates of working pay are issued, as also increased rate of pay for re-engagement. Rewards are given for good conduct, as in the Imperial Service, but no pensions.

The annual cost of this corps, inclusive of proportion for Staff, is about £94 per head.

The Volunteer Force is subject to the Volunteer Regulation Act of 1867, and the Regulations thereunder. The Governor is Commander-in-Chief, and, with the advice of the Executive Council, may accept the services of persons desirous of being formed into a Volunteer Corps, which are thereupon organized as regiments or individual corps, as the necessities of the service may indicate. Regiments and corps at Head Quarters are consolidated, as also those in the country districts, as far as practicable, and each possesses a proper Regimental Staff. The Governor may disband corps. He may appoint officers to the Permanent Staff, for the command, inspection, drill, exercise, training, instruction, and equipment of the Force. The officers generally are appointed by the Governor in Council, but any Volunteer Corps may recommend to the Governor any enrolled members thereof to be officers of such corps of a rank not higher than captain of a troop, battery, or company, provided that no corps may so recommend any persons to be officers of the Volunteer Permanent Staff. Candidates for commissions must, prior to appointment, have passed the Civil Service Examination of the Colony, or an examination of a higher degree. The appointment and promotion of officers is also regulated by stringent test examinations on military subjects. Promotions up to the rank of captain are made by seniority, subject to examination, beyond that grade by selection and examination. Non-commissioned officers are appointed by officers commanding regiments and corps, subject to the approval of the officer commanding Volunteer Force, and test examinations.

The Governor has power to order the assembly of courts of inquiry with reference to an officer, and composed exclusively of officers of the Volunteer Force. The officer commanding the Volunteer Force may assemble a court of inquiry, composed of officers or Volunteers, or both combined, to inquire into any matter relative to any corps or Volunteer or non-commissioned officer of the Permanent Staff, but such Courts have no power to pronounce any judgment as to the course to be taken by the convening authority.

A Volunteer enrolls for an indefinite period of service, and, *except when called out for actual military service*, may quit his corps under the following conditions:—

- (1.) Giving to the commanding officer of his corps fourteen days' notice in writing of his intention to quit his corps.
- (2.) Delivering up in good order, fair wear and tear only excepted, all arms, clothing, and appointments, being public property, or the property of his corps, issued to him, or placed under his charge.
- (3.) Paying all moneys due or becoming due by him under the rules of his corps, either before or at the time or by reason of his quitting it.

Persons are not enrolled in the Force under the age of 18 years or above 45, except in the case of trumpeters and buglers. They are subjected to a standard as regards height, chest measurement, sight, and physique generally, to be determined by the examination of a medical officer of the Force. Means exist for getting rid of men who have become incapacitated for the performance of their military duties by reason of age or other infirmity.

The Governor may direct the Officer Commanding the Volunteer Force to call out such Force, or any portion thereof, for actual military service, in case of actual or apprehended invasion of the Colony, or of hostile or predatory attack, or of imminent danger thereof.

When called out for actual military service, the Volunteer Force (except as regards the infliction of corporal punishment) is subject to the Army Discipline and Regulation Act, and the Articles of War made in pursuance thereof. When *not* on actual military service, the officer commanding a corps has power to reduce a non-commissioned officer, subject to the approval of the Officer Commanding Volunteer Force, and to summarily discharge a Volunteer for misconduct. Officers are subject to arrest, and non-commissioned officers and others to custody, provided they are not so retained longer than whilst the corps is under arms. Volunteers are subject to suspension from military duty pending settlement of the case for which suspended; to fines for minor irregularities and offences against discipline, the same being deducted from pay due, or which may become due. Volunteers are also subject to fines, or, in default, imprisonment for non-delivery of arms, clothing, and accoutrements to commanding officer, as also fines for pawning, destroying, damaging, or selling public property issued to them as Volunteers; for not keeping uniform in proper order, or wearing it contrary to orders; and finally, for neglecting to pay fines and subscriptions.

Recruits on an average drill four nights a week for three months before they are passed into the ranks. The annual training of the Volunteer Force consists of six days continuously in camp at Easter, and twenty half-days at detached periods. In addition to which, the artillery attends shot practice, the engineers and torpedo corps lectures, and the infantry a course of musketry. Officers and non-commissioned officers also attend classes of instruction apart from the above. To be entitled to be deemed an efficient, a Volunteer must have attended during the year six days' continuous training and sixteen out of the twenty half-days; also shot practice, lectures, or musketry, as the case may be.

Recruits receive neither pay nor clothing until passed into the ranks. Pay is granted to all ranks as per Estimate. To illustrate, however, the system on which pay is granted, I will quote the case of a private:—

(a) 10s. for each day's attendance at continuous training in camp. (b) 5s. for each half-day's attendance at detached periods of training. (c) Bonus of £4 at end of year in consideration of having qualified as an efficient. Thus, although a Volunteer failing to qualify as an efficient will not receive the £4 which goes with efficiency, he will still receive pay at the rates indicated in (a) and (b) for such attendance as he may actually have given; but no pay is granted for non-attendance, neither is pay issued specially for shot practice, lectures, or musketry, beyond that granted for efficiency, on which it is therefore dependent.

From the foregoing it may be gathered that radical and important improvements have been effected in the military system as applied to the re-organized Volunteer Force. By the consolidation of regiments the responsibility and command is now vested in the regimental commanding officer, instead of, as hitherto, in the various captains of batteries and companies comprising the regiment, consequently unity in the administration of discipline and command is secured, together with a more complete and exacting chain of responsibility throughout the various ranks, and the practice in peace time of a system of regimental interior economy such as would of necessity have to be observed in time of war, and which indeed is in conformity with the fundamental principles of all military organizations. By the appointment of professionally trained military men to the Staff of regiments and corps, to act as adjutants, sergeant-majors, and quartermaster-sergeants, and paid to devote the whole of their time to the performance of regimental duties, to afford the requisite instruction, and generally to assist their immediate commanding officers, such prompt attention is given to matters of regimental business as could not be rendered by commanding officers engaged in civil avocations. It is also worthy of note that the principles upon which the re-organization was effected in 1878 accord in almost every important particular with the recommendations subsequently made by the Committee appointed to inquire into and report upon the state of the Volunteer Forces of Great Britain.

The disciplinary code, whilst more severe than that appertaining to a purely Volunteer Force, is yet not equal to that of the Imperial Militia, inasmuch that *during peace* the Volunteer Force is not subject to the Army Discipline and Regulation Act, &c., but to the local enactments and penalties before specified. Judging, however, by the extremely rare occasions on which any irregularities have been committed,

committed, these penalties, when combined with a money payment for services performed, seem sufficient to preserve discipline. As a matter of fact the Force is under control and governed with ease. I also judge that the service is popular by reason of the absence of complaints and the facility with which the numbers could be increased if necessary.

The period of continuous training has especially proved of material advantage in facilitating the acquirement of habits of order, regularity, and discipline, in affording an opportunity for the practise of interior economy, and in bringing the various ranks into real military association with each other. This training is assuredly the backbone of the system, and should, if possible, be of longer duration; yet, when combined with the almost fortnightly trainings on half-days, it is, I am inclined to think, as much time as men can be reasonably expected to sacrifice. That the training should be thus distributed over the year, instead of confined to one period (as with the Imperial Militia), I look upon as of service in keeping up a military spirit as well as proficiency in drill.

The number of efficient who have qualified during the past year exceeded 5-6ths of the entire Force.

The rates of pay may not be deemed excessive when it is taken into consideration that most men have either to neglect their business or provide substitutes for two if not three days during continuous training, and that their military exercises throughout the year actually absorb the greater portion of the only time available to them for recreation. It is also to be noted that such rates are almost identical with those of the Naval Brigade, also serving under the Volunteer Act of 1867, and to which exception has never been taken, either on the score of economy or of the Naval Brigade being a Volunteer Corps.

The annual cost, inclusive of proportion of Staff, does not exceed £18 per head.

The documents alluded to in this memorandum are laid before the Commission.

In conclusion, I take this opportunity of again adverting to the desirability of organizing reserves in connection with both the Permanent and Volunteer Military Forces. In the former case it would be advisable that such Civil Departments in the Government Service as represented by the Police, Gaols, Railway, &c., should be open as fields of advancement and employment to artillerymen of good character, provided they engaged to enter the reserve for a certain number of years. Men of exceptionally good character might be permitted to enter such service one or two years prior to the termination of their limited engagement. The cost of such a Force to be confined to the issue of clothing, arms, accoutrements, and ammunition, with a small annual retaining fee in consideration of mustering for drill at certain periods of the year. The Volunteer Reserve might be open to persons after two or three years service in the existing Force, as also to those Volunteers who had served efficiently for five years under the old organization; and in consideration of attending say ten drills per annum might be entitled to be deemed efficient. The Force to be provided with clothing, arms, accoutrements, ammunition, and the means of instruction as a military body. In order, however, to work this reserve in the most economical and efficient manner, it should be affiliated to the present Volunteer Force, and have the advantage and assistance of the paid Staff of the several regiments and corps.

JOHN S. RICHARDSON,
Col., Comdt.

Sydney, March 2nd, 1881.

SCHEDULE B.

ESTIMATE of Approximate Cost of Maintenance of Military Forces recommended by the Commission, and prepared on basis of Estimate of 1881. This Estimate, whilst furnishing a guide to such cost, would probably require minor amendments when brought under the consideration of the Government for embodiment with Estimates-in-Chief.

Designation.	Rate.	Amount.
(a) GENERAL STAFF.		
		Per annum.
		£
1 Commandant ... ..	.....	600
1 Brigade Major ... ..	.....	400
1 Brigade Pay and Quartermaster ... ..	.....	365
1 Officer Instructor of Musketry ... ..	.....	300
	per diem.	
1 Brigade Clerk	9/6	174
1 Assistant Clerk	7/-	128
1 Pay and Quartermaster's Clerk	8/-	146
1 Assistant Clerk	7/-	128
1 Brigade Quartermaster-Sergeant	9/6	174
9		
<i>Contingencies—</i>		
Forage allowance for Commandant for two horses, Brigade Major, Pay and Quartermaster, and Instructor of Musketry, one horse each, at £52 per annum ... ..	.....	260
Allowance in lieu of Quarters for Commandant ... ..	.....	175
Do. do. Major of Brigade ... ..	.....	120
Compensation to Staff Sergeants, in lieu of uniform ... ..	.....	25
Total, Contingencies ... ..	.....	580
TOTAL ... ..	.....	2,995
(b) PERMANENT ARTILLERY.		
	per annum.	
1 Colonel ... ..	.....	500
	each	
3 Majors	385	1,155
*4 Captains	256	1,024
6 Lieutenants	238	1,428
1 Staff Surgeon, Sydney ... ..	.....	274
Do. Newcastle (civilian) ... ..	.....	75
15		
<i>Non-Commissioned Officers, Trumpeters, and Gunners—</i>		
	per diem.	
1 Brigade Sergeant-major	7/-	128
1 Master Gunner	7/-	128
1 Brigade Quartermaster-Sergeant	6/-	110
1 Orderly Room Clerk	4/6	83
1 District Clerk	3/6	64
1 Band Sergeant	4/-	73
1 Trumpet Corporal	3/4	61
3 Battery Sergeant-majors	5/6	302
20 Sergeants	4/-	1,460
1 Hospital Sergeant	4/-	73
1 Provost Sergeant	4/-	73
18 Corporals	3/4	1,095
15 Bombardiers	3/2	867
10 Trumpeters	2/3	411
350 Gunners	2/3	14,372
425		
440		
Good Conduct Pay for 100, at 1d. per diem each ... ..	.....	153
1 Band Instructor ... ..	.....	46
4 Orderly Room Clerks, at 6d. per diem each ... ..	.....	37
3 Battery Pay and Quartermaster-Sergeants, at 1/- per diem each ... ..	.....	55
2 District Gunners, at 1/- per diem ... ..	.....	37
2 do. at 6d. do. ... ..	.....	19
1 Hospital Cook, at 1/- do. ... ..	.....	19
1 Hospital Wardsman, at 1/- do. ... ..	.....	19
Increased pay to Sergeants, 6d., Corporals and Bombardiers, 4d., Trumpeters and Gunners, 3d. on re-engagement ... ..	.....	152
Acting Adjutant, at 1/6 per diem ... ..	.....	28
Command Pay 3 Officers Commanding Batteries, at £27 each per annum ... ..	.....	81
Assistant Provost Sergeant, at 6d. per diem ... ..	.....	10

* 1 Captain acting as Adjutant, Pay and Quarter-Master.

Designation.	Rate.	Amount.
	£	Per annum. £
ARTILLERY—continued.		
<i>Contingencies—</i>		
Forage allowance for 1 Colonel (2 horses), 3 Majors, 4 Captains, and 6 Subs. (1 horse each), at £52 per annum	.....	780
Cab Hire for Staff Surgeon	.....	64
Uniform for 425 Non-Commissioned Officers, Trumpeters, and Gunners, at £5 10s. each	.....	2,338
Chevrons and Embroidery	.....	60
Boots	.....	340
480 Rations of Bread, Meat, Groceries, and Vegetables, at 11d. per diem	.....	8,030
Fuel and light	.....	700
Horse-hire for Field Guns for Drills on field days	.....	500
Encampment expenses	.....	400
Incidental	.....	550
Band allowance	.....	36
Mess allowance	.....	75
Hire of Steamer for Guards between Sydney and Heads	.....	650
Allowances in lieu of Quarters for 1 Colonel, 1 Captain, 1 Lieutenant, and 15 married Men	.....	599
Free Kits	.....	360
Travelling Expenses for Non-Commissioned Officers and Men	.....	350
Forage for Water-cart Horse	.....	46
Total, Contingencies...	.....	15,878
TOTAL	.....	40,290
(c) PERMANENT ARTILLERY RESERVE.		
Pay for 560 at £6 each	.....	3,360
Additional Pay for N.-C. Officers, &c.	.....	400
Retaining Fee at £6 each	.....	3,360
<i>Contingencies—</i>		
Uniform	.....	1,120
Chevrons and Embroidery	.....	26
Incidental Expenses	.....	150
Instruction	.....	60
Total, Contingencies...	.....	1,356
TOTAL	.....	8,476
(d) VOLUNTEER MILITIA.		
<i>Permanent Staff unattached—</i>		
1 Brigade Sergeant-Major	per diem. 10/-	183
1 Sergeant Instructor Musketry	8/6	156
1 Sergeant Instructor	8/-	146
1 Do.	8/-	146
1 Armourer Sergeant	8/-	146
1 Assistant Armourer	6/-	110
1 Bugle-Major and Messenger	8/-	146
1 Sergeant in charge of Paddington Rifle Range	8/-	146
8		
<i>Contingencies—</i>		
Compensation to Staff Sergeants in lieu of uniform	.....	30
Total, Contingencies	.....	30
TOTAL	.....	1,209
ARTILLERY.		
1 Lieutenant-Colonel	.....	70
1 Major	.....	50
6 Captains	each. 40	240
6 1st Lieutenants	30	180
6 2nd Lieutenants	25	150
1 Adjt. Pay and Quartermaster	.....	250
1 Regt. Sergeant-Major	per diem. 10/-	183
1 Regt. Quartermaster-Sergeant	8/-	146

Designation.	Rate.	Amount.
	Per annum. £	Per annum. £
<i>ARTILLERY—continued.</i>		
1 Trumpet Major ... ..	.....	17
6 Battery Sergeant-Majors	each. 17	102
12 Sergeants	15	180
18 Corporals	14	252
6 Trumpeters	10	60
234 Gunners	12	2,808
<u>300</u>		
Command Pay ... ..	.....	30
<i>Contingencies—</i>		
Uniforms ... ..	.....	360
Forage allowance for Commanding Officer, Major, and Adjutant, at £52 per annum each ... ..	.....	156
Horse allowance for the 3 Officers of the Field Battery	.....	75
Allowances in lieu of quarters to Adjutant ... ..	.....	90
Compensation to Staff-Sergeants, in lieu of uniform ... ..	.....	10
Total, Contingencies ... ..	.....	691
TOTAL ... ..	.....	5,409
<i>ENGINEERS.</i>		
1 Major Commanding ... ..	.....	50
1 Captain ... ..	.....	40
1 Lieutenant ... ..	.....	30
1 Staff Instructor and Company Sergeant-Major	per diem 8/	146
1 Quartermaster-Sergeant ... ..	.....	17
2 Sergeants	each 15	30
3 First Corporals	14	42
3 Second Corporals	13	39
2 Buglers	10	20
45 Sappers	12	540
<u>60</u>		
Command Pay ... ..	.....	20
<i>Contingencies—</i>		
Uniform ... ..	.....	72
Compensation to Staff-sergeant, in lieu of uniform ... ..	.....	5
Total, Contingencies	£	77
TOTAL ... ..	.....	1,051
<i>TORPEDO.</i>		
1 Major Commanding ... ..	.....	150
1 Captain ... ..	.....	100
2 1st Lieutenants	each. 60	120
2 2nd Lieutenants	40	80
1 Staff Instructor and Company Sergeant-Major	per diem. 8/6	156
1 Color-Sergeant ... ..	.....	30
5 Sergeants	per annum. 25	125
5 1st Corporals	20	100
5 2nd Corporals	15	75
2 Buglers	10	20
75 Privates	12	900
<u>100</u>		
Command Pay ... ..	.....	50
<i>Contingencies—</i>		
Rent of Store ... ..	.....	110
Uniform for the Corps ... ..	.....	100
Compensation in lieu of uniform to 1 Staff-Serjt.	.....	5
Stores for experimental and instructional purposes ... ..	.....	300
Total, Contingencies	£	515
TOTAL ... ..	.....	2,421

Designation.	Rate.	Amount.
INFANTRY.		
	Per annum. each.	Per annum.
3 Lieutenant-Colonels	£ 70	£ 210
4 Majors	50	200
15 Captains	40	600
15 1st Lieutenants	30	450
15 2nd Lieutenants	25	375
8 { <small>perma- nent staff</small> } Adjutants, Pay and Quartermasters	250	750
4 { <small>perma- nent staff</small> } Regimental Sergeant-Majors	per diem. 8/6	621
4 { <small>perma- nent staff</small> } Quartermaster-Sergeants	8/- each.	584
3 Bugle Majors	17	51
15 Color-sergeants	17	255
46 Sergeants	15	690
61 Corporals	14	854
30 Buglers	10	300
1,112 Privates	12	13,344
<u>1,330</u>		
Command Pay, 3 Officers	30	90
<i>Contingencies—</i>		
Uniforms		1,504
Forage allowance for 3 Commanding Officers, 4 Majors, and 3 Adjutants, at £52 each		520
Allowance in lieu of quarters for 3 Adjutants; Captains, £90; Lieutenant, £60		240
Compensation to 8 Staff Sergeants in lieu of uniform, £5		40
Total, Contingencies		2,304
TOTAL		21,678
MEDICAL STAFF.		
1 Principal Medical Officer		60
1 Surgeon		40
<u>2</u>		
<i>Contingencies—</i>		
Horse allowance, at £25 each per annum		50
Inspection of Recruits in Country Districts by Local Practitioners		75
Total, Contingencies		125
<u>1,800</u>		
TOTAL		225
MISCELLANEOUS.		
2 Markers, Rifle Range, 6s. per diem each		220
Badges for Marksmen		160
Hire of Horses for Field Guns and Mounted Officers		200
Instructor Brigade Band		46
Contribution to Band		150
Armoury repairs and materials, freight and cartage of Ammunition, and incidental expenses		400
Constructing new Butts, and keeping in repair the several Rifle Ranges of Corps		200
Travelling Expenses for Officers, Non-Commissioned Officers on duty		500
Encampment and expenses incidental to Training and Exercise		2,000
Rent of Brigade Office		250
Rent of Regimental Offices, Head-quarters		125
Hire of two Offices for Country Corps		30
Office-keeper, Brigade Office		32
Do. Regimental Offices		16
2 Labourers at Victoria Barracks, at 6s. per diem each		220
1 Labourer in charge of Artillery Stores, at 6s. per diem		110
Armouries for Country Corps		125
Total		4,784
		36,777

Designation.	Rate.	Amount.
(e) VOLUNTEER RESERVE.		
<i>Contingencies—</i>		per annum.
Instruction		£
Hire of Horses for Field Guns		600
Armoury Expenses		300
Repairs to Rifle Ranges		250
Travelling Expenses		100
Rent of Offices		300
Incidental Expenses		100
		500
Total, Contingencies		2,150
TOTAL		2,150
(f) GENERAL CONTINGENCIES.		
Maintenance of Military Branch of Ordnance Store Department		2,000
School of Instruction		1,000
Warlike Stores		5,000
Repair of Military Buildings		1,500
Rifle Association		500
Total, General Contingencies		10,000

RECAPITULATION.

(a) GENERAL STAFF	£2,995 0 0
(b) PERMANENT ARTILLERY	40,290 0 0
(c) PERMANENT ARTILLERY RESERVE	8,476 0 0
(d) VOLUNTEER MILITIA—	
PERMANENT STAFF	£1,200 0 0
ARTILLERY	5,409 0 0
ENGINEERS	1,051 0 0
TORPEDO CORPS	2,421 0 0
INFANTRY	21,678 0 0
MEDICAL STAFF	225 0 0
MISCELLANEOUS	4,784 0 0
	36,777 0 0
(e) VOLUNTEER RESERVE	2,150 0 0
(f) GENERAL CONTINGENCIES	10,000 0 0
TOTAL	£100,688 0 0

JOHN S. RICHARDSON,
Col., Comdt.

2nd June, 1881.

MILITARY DEFENCES INQUIRY COMMISSION.

MINUTES OF EVIDENCE.

WEDNESDAY, 7 JUNE, 1881.

Members Present:—

THE HONOURABLE SIR JAMES MARTIN, Knight, Chief Justice, President.

COLONEL PETER HENRY SCRATCHLEY, C.M.G.,
R.E., Vice-President.
JAMES BARNET, Esq.
HON. FREDERICK MATTHEW DARLEY, Q.C.,
M.L.C.

EDWARD KNOX, Esq., J.P.
HON. JOHN BROWN WATT, M.L.C.
COLONEL JOHN SOAME RICHARDSON.
COLONEL CHARLES FYSCH ROBERTS.

Commodore J. C. Wilson examined:—

1. We have sent for you to ask if you are able to give us any information, or make any suggestions to us with respect to the naval part of our defences, and more particularly with regard to the Naval Brigade? I have here a Memorandum which I think will give you the information you desire.

The Secretary to the Commodore read the following Memorandum:—

Commodore J. C. Wilson.

7 June, 1881.

BEFORE attempting to discuss this very important subject, it is necessary to examine and consider well what enemy's forces these Colonies are likely at any time to encounter, and the style and power of the ships pertaining thereto. It is almost superfluous to say that this paper is written under the supposition that England retains her command of the seas, for were she to lose it, as a matter of course the Colonies would go too, and the defence and force required to maintain independence of a Foreign Power would necessarily be totally different to what under present conditions is required.

It has been suggested as possible that during war a squadron of fast frigates, including even an ironclad, might escape the vigilance of our fleet, and make a descent on the Australian Coast; there is no doubt that such is possible, but I cannot allow that it is reasonably probable, and it appears to me that we have to deal with probabilities more than possibilities.

My reason for arriving at this conclusion is that no regular war-ship has yet been built which can steam 2,500 miles at full speed, except some light steel vessels; and it is but reasonable to conclude that enemies' vessels attacking these Colonies could only hope for success by dealing a sharp unexpected blow; therefore speed is an essential element in the calculation.

Another point is that, although coal is abundant in Australia, no judicious commander would attempt such an expedition as we are now contemplating on the chance of picking up a coal-ship at sea, or of being able to get it by capture from the shore.

Thus we find that a war-ship could not, with a reasonable hope of success, make a descent on an enemy's coast at a greater distance from a coal depot than is represented by (say) two-thirds of her full speed coal power.

If my hypothesis be correct, an examination of the chart will show that there are few places within the limits prescribed from which cruisers could be sent. The three nearest possible enemies' ports, belonging to first-rate Powers, from which ships of war could be despatched, are:—

Petropauloski, distant from Melbourne	...	...	...	5,900 miles.
San Francisco, " " "	...	...	...	6,800 "
New Caledonia, " " "	...	...	...	1,550 "

The last-named place need hardly be included, as no armament of any strength could be prepared or assembled there without the knowledge of the Colonies.

It might be argued that war ships would be preceded by coal ships, and replenish at one of the numerous islands in the Pacific; but against such a premise must be set the delay it would entail, and the amount of arrangement and preparation, which would seriously diminish the chances of the attacking force, whilst it would give ample time for places likely to be the scene of attack to prepare.

The class of vessel which I think the Colonies should be prepared to meet, and which might, if well commanded, do immeasurable damage, both to shipping and exposed ports, is the armed merchant vessel, possessing great speed and coal vitality. Such ships could more easily evade the watchful eye of our cruisers and Consuls abroad, and from their coal capacity and fitted out at remote ports, pass unobserved, disguised as traders, over half the world.

In new Countries, such as Australia and New Zealand, where all are hard-working men, struggling with nature for a livelihood, the presence of a permanent armed force supported out of their earnings, is always distasteful, not from any lack of military ardour, but from the feeling that such forces are living in comparative idleness, and not adding by their labours to the common weal. Such being the case, it is as well, in my opinion, whatever may be argued on the other side, at once to bow to and recognise as a fact, "that a Permanent Military or Naval Force cannot under the present circumstances and condition of these Colonies, flourish."

It will be seen by the accompanying table that already very large sums are spent by these Colonies on armament and men, and it will be one of my objects to show how such sums of money could be better expended, at any rate in so far as Naval Defence is concerned.

TABLE showing Annual Expenditure in several Colonies for maintenance of Land and Naval Forces.

Colony.	Annual Expenditure.			
	Land Forces.	Standing Navy.	Naval Brigade.	Totals.
	£	£	£	£
Victoria	40,683	38,390	1,140	80,213
South Australia	25,212	.....	.....	25,212
New South Wales	68,059	.....	5,817	73,876

It

Commodore
J. C. Wilson.
7 June, 1881.

It is obvious that were all the Colonies on this Station confederated, or even those belonging to Australia, including Tasmania, on the subject before us, an enormous saving would be the result, whilst even greater would be the advantages in efficiency and power.

It is therefore of first importance, when introducing any scheme of Colonial defence, to establish some system which, whilst leaving to each all patronage and administrative power, would place the united forces in case of war under one head, and in time of peace one system of discipline and inspection. In the formation of a Naval Defence Force there will no doubt be many objections and difficulties in the way of confederation, and unity of action in case of war; but I will attempt to show how it may be possible to do so, while suggesting such a scheme as may be workable, even if such a desirable consummation cannot be arrived at.

Less difficulty would be experienced in drawing up a universal code of regulations, which are essential in view of united action.

The respective Colonial Governments might also be expected to realise the advantage to be derived from the stimulus which competition undoubtedly engenders, and this to a great extent makes up for the drawbacks inherent in small newly raised services.

The uniting medium should be the instructors from the Royal Service, and an inspecting officer of high rank, who should advise the Ministers of the different Colonies on service matters, and furnish periodical reports for their information and guidance, such reports to be general, covering the entire intercolonial marine.

The naval defences of these Colonies must be divided into two heads—the one for the defence of harbours, and the other for the defence of trade and exposed towns on the sea-coast. I strongly advocate the employment of gunboats carrying guns of moderate calibre (say 10-in.), in preference to ironclads, which are too costly in the first place, and also to keep up, whilst centralizing too much the defensive power, and are quite out of place for the purpose of resisting the style of attack which I have pointed out as the one most likely. "It is unnecessary to use a Nasmyth's hammer to break a walnut." Gunboats of the "Staunch" class, and armed like that vessel, are most suitable, not only to those who would have to man them, but in most cases to the harbours to be defended.

Besides gunboats, I recommend a certain number of torpedo boats, and also the registering of all steam launches with a speed of over 10 knots, to be used as improvised torpedo boats.

The Colonial Seagoing Defence Force should consist exclusively of armed merchant vessels. These vessels should be specially selected for their speed and strength, suitably armed, and be required to act in concert with the Royal Naval Squadron. As an auxiliary to the Royal Service they would be exceedingly valuable, capable as they would be of keeping up communication between the regular Navy and the head-quarters of the different Squadrons, or looking out for and overhauling strange sails.

As I have before remarked, the instincts of the people are opposed to standing forces, but they appear, on the other hand, to be singularly partial to the semi-military, such as their volunteers. I propose that each Colony should raise a Naval Militia by voluntary enlistment, in proportion to its requirements; and that this force should be instructed by a staff of officers and seamen-gunners drawn from the Royal Service, to be changed at the expiration of three years, so as to ensure thorough efficiency in both officers and instructors.

The men composing such a force might be of two classes—boatmen and long-shore men to man gunboats and torpedo boats, and regular seamen from local trading vessels for the armed merchant ships. There is nothing better than a hulk in which to drill seamen, but when one is not available a shed could be constructed on shore for that purpose, the gunboats being used for firing purposes.

As this force ought not to contain a man more than would be necessary in war, all should be thoroughly efficient. To ensure that I think each volunteer on first entry in the force ought to be put through a three months' course of drill, and where there is a ship, kept under regular discipline; at the end of that time his worth will be known, and whether he is a desirable man to retain or not.

Note.—If three months is thought unnecessarily long, the time might be reduced to six weeks.

If he be so, he should be entered as a Naval Reserve man for a period of ten years, and be required to put in a month's drill annually. The pay of these men will materially differ according to the market value of labour at the different ports; but whilst undergoing their preliminary and also their periodical drill they should get good pay, besides being supplied with a suit of uniform and a working dress annually. The expense of such a force would not be great, except whilst embodied; but the cheapest article is expensive unless it be useful and necessary, and to ensure that, only those worth having should be entered.

Note.—It must be remembered that the month's drill for the Naval Brigade does not necessitate calling out all the men, or even a large portion of them, at one time. They should be able to get in their drill at such times as best suited their convenience, and after the first period there is no great reason why they should not be allowed to put in a week at a time.

Instruction and inspection by properly appointed naval officers, being quite independent, would ensure at any rate the exact value of the corps being known, and it would be the fault of the Government if it did not reach the requisite standard of efficiency.

In the event of war with a first-rate Power, New South Wales should furnish at least two armed ships with torpedo and gun boats, viz. :—

	Gun-boats.	Torpedo-boats.	Improvised Torpedo Launches.
New South Wales...	2	2	6

The gun-boats and torpedo-boats must of course be specially built; the latter for the Whitehead, if possible; but the improvised boats, which ought to play an important part in the Harbour Defence system, should be such local steam-boats as, from their speed and strength, were best suited for the purpose; the fittings for these boats, I, of course, contemplate being kept in store ready for use.

The armament of the gun-boats to be one 18-ton 10-inch gun, with a crew of three officers (including a naval gunner) and twenty-two men. They should also have two or more machine guns on swivels. Speed about 8 knots.

The torpedo vessels to be of great speed, and fitted with either the Spar or Whitehead torpedo; all these vessels to be hauled up on rails and kept in sheds, out of the water when not in use. The merchant vessels should be strengthened under their decks to carry five or seven guns—four 64-pounders and a light 7-inch gun on a pivot as a chaser for the smaller class, and a crew of twelve officers and 160 men; the larger class to carry six 64-pounders with a pivot gun, and to have fourteen officers and 180 men. All the men and officers for these vessels should be seamen proper and not boatmen.

The personnel required for the New South Wales Naval Contingent would be :—

Colony or Town.	Gun and Torpedo Boats.		Armed Steamers.		Total.	
	Officers of all grades.	P. Officers and men of all grades.	Officers.	Men.	Officers.	Men.
New South Wales.....	14	68	26	340	40	408

I have sketched out what appears to me a suitable and sufficient Naval Force, both in matériel and personnel, and I now come to that which is to inspire the whole, and give to the service that vitality and stimulus so imperatively necessary to any high standard of excellence, but which, from the lack of tradition, or competition, I hold to be wanting in small local services, resulting too often in mere outward show and parade. It is through the system of instruction and supervision that I propose to introduce this wanting leaven. Royal Naval Officers and seamen-gunners must be drawn from home in the proportion shown in the accompanying table. Each Colony to have a Gunnery Lieutenant or a Commander at the head of their Naval Establishments, according to the size of the corps. The entire instructing staff to be rigidly changed every three years. I place importance on this point, for instructing is, in itself, such a strain on the mind that change is necessary; but besides, it is advisable to ensure that all improvements in drill and arms used afloat are properly taught.

Twice

Twice a year the Naval Force in each Colony should be carefully inspected and reviewed by an officer of high rank, but who should belong to no special Colony. This officer should make a minute report on each corps, drawing inferences from, and making comparisons between, those of the different Colonies, thus stimulating both instructors and instructed to the utmost. How such an officer should be appointed and what rank he should hold are questions not for me to suggest, but it would undoubtedly add to his independence were he both paid and appointed as "Inspector of Colonial Navies" from home, and the higher the rank held the greater would be his influence.

With the exception of the Inspecting Officer, all the officers and men drawn from the Navy ought to be paid by the Colony.

Comodoro
J. C. Wilson.
7 June, 1881.

INSTRUCTING STAFF.
Inspecting Captain or Admiral Superintendent.
New South Wales ... 1 Commander
2 Gunnery lieutenants
2 Gunners
2 Chief gunners' mates
6 Gunners' mates.

TABLE showing the distances of possible Enemies' Ports :—

From	To	Miles.
San Francisco... ..	Sydney... ..	6,510
	Melbourne	7,100
	Hobart Town	7,050
	Auckland	5,900
Petropouloski	Levuka... ..	4,740
	Freemantle	6,240
	Sydney... ..	5,290
	Melbourne	5,860
Valparaiso	Hobart Town	5,900
	Auckland	5,480
	Auckland	5,760
	Hobart Town	6,660
	Melbourne	7,140
	Sydney... ..	6,240
	Newcastle	6,220

The accompanying Chart shows the proposed general disposition of the Naval Defending Forces throughout the Australian Naval Station.

NOTE on "Staunch" class of Gun-boat.—Extract from a work known as "The War Ships of Europe"—"This peculiar type of vessel was invented by Mr. Rendell, the 'Staunch,' built in 1867, being the original. She cost £13,500. Since then about thirty have been added to the Navy."

2. With reference to the torpedo-boats and gun-boats you recommend, would it not be advisable for us to procure them from England? I think so; because, in the first place, you would pay very much more for them here, and then they would probably be inferior to those you could obtain at home.

3. Are you able to state whether the Home Government have any torpedo-boats and gun-boats which they could spare to the Colonies? I think you would have to get them built.

4. You recommend a certain type of gun-boat? Yes; "Staunch" gun-boats. They cost, I think, between £13,000 and £14,000 each, carrying an 18-ton gun, and a crew all told of twenty-five men. About twenty-five of these gunboats we have hauled up on rails in Haslar Creek, where they are launched as required, and used for firing purposes in connection with the "Excellent."

5. What is their tonnage? About 250 tons.

6. Are they better than the Alpha-Beta class of gun-boats, which were built for the Chinese Government? No; but those are a much more expensive kind of vessel.

7. Do you not think the "Staunch" gun-boats cost about £11,000? No; I think about £13,000 or £14,000, at the outside.

8. Does that include ammunition? No. I think it includes the gun, with gun-carriage and fittings. Ammunition is put on board afterwards. I should say that the vessel fitted out would cost approximately £14,000. The Alpha-Beta class of vessels are very much larger; they are regular sea-going vessels, and cost much more.

9. I think the Imperial Government have a large number of gun-boats, built some years ago—they had no particular use for them? Yes, but they are all worn out, and perfectly useless. There were about 300 or 360 built for the Russian war, but they are all worn out.

10. They were slop-built, were they not, and fell to pieces? Yes; but the new gun-boats are iron vessels, and though some of them have been built for twenty years, they are still good.

11. Were these gun-boats built by the Government, or in private ship-yards? In private ship-yards.

12. Where are the torpedo-boats built? Yarrow, on the Thames, and Thornycroft are builders. I had two of Yarrow's torpedo-boats attached to me at a review, and one of them steamed 21 and the other 20½ knots.

13. What about the launches that accompany these gun-boats; would they have to be built in England? When I speak in the memorandum just read of improvised launches, I mean that they should be local launches. By a system of registering the best boats in the harbour you would know exactly where they were, and afterwards be able to call upon them in time of war.

14. I think you speak of a number of launches in addition to the torpedo-boats? Yes, but those would be local boats improvised for the purpose required by means of spar-torpedoes.

15. Suppose a declaration of war came upon us suddenly, that we received information of it by telegram, and that we had to make preparations immediately, would it be necessary or advisable to send guard vessels along the coast to look after the enemy? I think the lighthouses or traders on the coast would report strange vessels, but besides that you would immediately arm your cruisers and place them at the best points. It would be no harm to employ smart vessels for that purpose as well.

16. You speak of an enemy's ship getting inside the harbour before her presence is known? Yes.

17. And by the presence of a cruiser outside the character of a strange vessel would be known? Yes; you would have to board her outside.

18. And if she were a vessel of that class she would not allow you to board her? Well, she would try to evade you in some way or another, and you would suspect her character in that way.

19. The proper course in time of war would be not to allow any vessel into the harbour without knowing what she was? It would be difficult to do so at night, and it would interfere very much with your trade.

Commodore
J. C. Wilson,
7 June, 1881.

20. Is it not usual in time of war to extinguish the lights at night? Yes, but to make that necessary the war must come very close to your doors. A war in Europe would not affect you to that extent out here. Even supposing England were at war with two first-rate Powers, the effect on these Colonies would be hardly such as to cause you to put out your lights.
21. On the last occasion when war was imminent with England it was understood that preparations were being made for an attack on these Colonies? Yes, but any preparations of that kind would be always checkmated by a sufficient number of vessels being sent to meet the enemy.
22. Have you seen that article in the "Nineteenth Century" written by an Austrian Officer? I have read some portion of it.
23. That writer seems to consider the probability of England losing her command of the seas? That is a matter of opinion: I do not think it is probable. When war was threatened I was in command of the "Thunderer," and though I was not in the secret of the preparations that were being made, I know that there were sixty vessels ready to hoist the pendant the day the ultimatum was sent from London, and that there were forty merchant ships ready to be commissioned at the same time; and during the winter it was the duty of my crew to fit a very large portion of the gun-gear for those merchant ships. There were thus 100 vessels, in addition to the fleet, and twenty-five ironclads as a reserve fleet. We had eighteen ironclads lying at Portland, in addition to the Channel and Mediterranean fleets. Twenty-five ships were reviewed at Spithead by the Queen.
24. How long ago was that? That was about three years ago. There were the Mediterranean fleet, the Channel fleet, the Particular Service squadron, consisting of eighteen ironclads, and six or eight other vessels—twenty-five altogether, ranging from the "Hercules" to the "Cormorant." Then there were, as I say, ready to hoist the pendant, sixty other vessels of different classes, not including gun-boats, and some forty merchant ships, all ready to be taken up at once, and be armed as cruisers; such vessels I think would be most efficient for covering our carrying trade. And if that had not been enough we could have multiplied them indefinitely. For every cruiser that Russia could have sent to sea we could send fifty. There is no such thing as want of vessels in England.
26. You are aware that we have at the present time here a force called the Naval Brigade. What do you think would be the best means of training those men? In the first place, you should have a vessel afloat to drill them in. If, for instance, I were Captain of the Naval Reserve, I would first of all get a ship—an old man-of-war—and she should be the guard-ship here. She would be useful in a thousand different ways, and on board of her all your Naval Reserve men should pass through a three months' course of training, being kept there in order to be trained to the guns, and to acquire a little discipline; in fact to be taught how to obey, and to prove whether they were good or bad seamen, and good or bad characters. Pay them for the three months, and if the result be satisfactory at the end of that time they should be engaged for five or ten years as Naval Reserve men. Then once a month or once a week each quarter I should have them out. I think they ought to have about a month or five weeks drill in the year. For that kind of drill they should be taken in the gun-boats outside the Heads. They should be required to fire a certain amount of ammunition at a target at sea. They should handle torpedo-boats, spar-torpedoes, fish-torpedoes, &c., and they should be required to learn the use of a rifle, and fire so many rounds from it—just the same as is taught the men-of-war seamen—and I would give them a small retaining fee.
26. Would you also accustom them to the use of torpedo-boats? Yes; the working of spar and fish torpedoes.
27. I do not think you speak about fish-torpedoes in your paper? Yes, I do.
28. At the present time, with the Naval Brigade as it is now constituted, we have nothing more than a land force? They may be very good men, but they are only used as a land force. No man in such a corps as that here should be under the grade of able seamen, and therefore men who have served at sea seven or eight years. If he is not an able seaman he has no right to be in the corps. Your number of able seamen here is very limited, for at the utmost you could not raise, I suppose, 1,000 men, and therefore you should be very careful to train these men to the work they are best fitted for. You could raise any number of volunteers in the prospect of war, but you could not get the men with the necessary knowledge to man your fighting ships or gun-boats.
29. The Naval Brigade here are hardly what they appear to be? That I have no means of judging. I only say that by having an inspecting officer perfectly independent of the Colonies you would be able to know really what they were. The inspecting officer I would recommend would be an officer of the Royal service, who should be paid by England, not by the Colonies, and therefore independent. He should inspect the navies of the Colonies, and report upon them perfectly independent of either of the Colonies. He could then act with perfect freedom, and when inspecting would inquire into the antecedents of every man, and if he found any of them professionally or otherwise unfit they would be taken out of the corps.
30. You never inspected this Naval Brigade afloat? No.
31. You inspected them ashore? Yes, on one occasion. They are very good as far as they go, but you can hardly tell what a sailor is until you get him afloat.
32. Physically the material in the Naval Brigade is very good? If they are what they look to be they are a very valuable corps. They are very steady men, and a large proportion of them apparently are seamen.
33. But still they ought to be trained together in boats? You can never have them a reliable corps unless they can go afloat and work the big guns.
34. Do you think it possible for Russia, from the Amoor, or for America, from San Francisco, to send here speedily a force large enough to land 5,000 men? Perfectly impossible, because the vessels could not carry coal. I doubt whether the Orient steamers could steam here, with ordinary bunkers, 6,000 miles, at full speed.
35. How many vessels would be required to land a force of 5,000 men—bearing in mind the large transports nations have? It depends entirely upon circumstances. France would send them over in three ships. One of our Indian troop-ships carries 1,200 men.
36. Five of those, then, would be required? Yes; but that has no reference to artillery and cavalry. I think they could not possibly be carried in less than ten ships, and then you must have a covering squadron.
37. Suppose they did not care about cavalry or artillery; say that they wanted to make a dash at Sydney, that they landed at Botany or at Broken Bay and made a rapid march to Sydney—could it be done? All kinds of things could be done, but I think it would be as difficult as storming the moon. How could it be done without a covering fleet to protect them? If I knew that troopships were outside without a covering

covering fleet, and you gave me a vessel like the "Rotumahama," I would go and ram the lot of them without the necessity of firing a shot. There is no regular man-of-war that can steam 2,500 miles at full speed, the consumption of coals is so enormous; and that is the ground-work upon which I say that as long as England retains command of the seas attacks in force on these Colonies are impracticable. If you put six or eight inches of plate on a ship's side she cannot carry coal. She cannot carry the weights inside and outside too.

Commodore
J. C. Wilson.
7 June, 1881.

38. Ships of the Orient class are now being built under the superintendence of Admiralty surveyors so that they may be able to carry guns? I expected that would be done.

39. You think it necessary, I suppose, to have well-armed batteries to which you could retire in case of necessity? Certainly. I myself am not against a certain percentage of permanent force, especially of permanent artillery. You must always have a nucleus of good gunners in your valuable fortifications, and also take care of plant in peace time. But what we have to recognize is this—and it has occurred in Victoria lately—that in these colonies we are so very far removed from European complications that a tendency will always be shown to cut down the standing force, especially when there is a calm for a few years. While that tendency exists, and the tenure of service is uncertain, there will always be a difficulty in the way of good officers remaining with you. I would rather see a well-drilled militia, thoroughly organized, ready to meet all requirements, always to be depended upon, and always what it was represented to be, than a nominal permanent corps which at any time might be disbanded.

40. You think the one would command the sympathies of the people, while the other would not? Yes.

41. By a militia force you mean one on the English principle? No, not necessarily. A force such as you have here—whether it be good, bad, or indifferent I do not know—but I do not see why it should not consist of a body of men as good up to a certain point as ordinary troops at home.

42. What do you call ordinary troops at home? An ordinary regiment.

43. You mean the regulars? Yes; I do not see why it should not be. Certainly it might be if the force were annually embodied for a month. Then if there were any prospect of war you must have the power to call them out and put them under martial law. I think that is imperative, not only with the force I speak of, but also with the Naval Brigade. When the men are called out for their month's drill they should be under martial law.

44. With regard to the month's drill you speak of, you mean a month's drill for the militia every year? I intended in what I said to refer more particularly to the Naval Reserve, but what you want in the one corps you want in the other. I think a military corps should have a month's training in the year.

45. Do you not think that taking men away for a month's training would interfere with the working of the civil institutions here? Well, it is a question of pounds, shillings, and pence.

46. Is continuous training necessary? Yes; it instils discipline into the men.

47. Would not thirty or forty drills have the same effect? Drill is only half the thing. It is all the minutiae of ship or barrack life which breaks a man in. Handling arms is a very small part of a fighting man's training.

48. I suppose you do not think that six days' continuous drill in the year is enough? I should not think so.

49. With reference to Gatling guns, would there be any difficulty in getting them at a moment's notice? No; but I should have called them machine guns instead of Gatling guns. The Nordenfeldt gun is the best, and you can get those from the factory.

50. Where is the factory? I do not know exactly, but I know you can get them there.

51. Should we not require a place for naval stores, or for stores of all kinds, in case of war? I think so.

52. So as to have them always ready? If you had a guard ship it would be best to have everything on board of her. You might make that vessel your torpedo depôt, the depôt for stores, the gear for improvised boats, and for other stores; they are a great deal more handy at any time when taken from a vessel than when taken from the shore. It would be an easy matter to get a suitable vessel from the English Government. There is, for instance, the "Wolverene," useless for anything else, though she is a strong ship, and would last for twenty years. Probably she will be broken up when she goes home.

53. They might give us the vessel if we asked for her? Very likely.

54. Have you any idea as to what the carrying out of the suggestions you have made for New South Wales would cost? Approximately as follows:—

Estimate of Expense of *personnel* of Naval Reserve and Instructing Staff for Sydney:—

	Annual income.
1 Royal Naval Reserve Captain	£100
6 " Commanders, @ £80... ..	480
10 " Lieutenants, @ £50	500
10 " Sub-Lieuts., @ £40	400
8 Warrant and other officers, @ £40	320
	1,800
408 Seamen, R.N.R., @ £20	8,160
Royal Naval Instructing Staff—	
Officers	2,200
Seamen	1,020
Total	£13,180

55. I mean your suggestions with regard to the defence of the Colony? I was not requested to make any estimate of cost; I was only instructed to say what I would recommend. Nor am I in the slightest degree wedded to the figures. It is entirely for the Government to determine what number of ships, what number of torpedo-boats, and what number of gun-boats you require for your defences. But if you accept the style of vessels I recommend, I think you would require the crews I recommend to man them.

MONDAY, 13 JUNE, 1881.

Members Present:—

THE HONOURABLE SIR JAMES MARTIN, Knight, Chief Justice, President.

COLONEL PETER HENRY SCRATCHLEY, C.M.G., R.E., Vice-President.	EDWARD KNOX, Esq., J.P.
JAMES BARNET, Esq.	HON. JOHN BROWN WATT, M.L.C.
HON. FREDERICK MATTHEW DARLEY, Q.C., M.L.C.	COLONEL JOHN SOAME RICHARDSON. COLONEL CHARLES FYSCHIE ROBERTS.

Colonel Peter Henry Scratchley, C.M.G., R.E., examined:—

Colonel P. H. Scratchley, C.M.G., R.E.
56. Have you prepared any observations on the evidence of Commodore Wilson, which you would like to submit to the Commission? With the permission of the President I will read the following memorandum:—

13 June, 1881. The opinions and information given by Commodore Wilson, R.N., to the Royal Commission, require serious attention, as they affect the consideration of the matters referred to the Commission for report.

The following points suggest themselves for notice:—

- (1.) The idea which prevails in the minds of some people, to the effect that the Australian Colonies are liable to be attacked by a large expeditionary force, is not founded on any practical basis, but upon improbable, if not impossible, premises.
- (2.) The opinions on the subject, of such a high naval authority as Commodore Wilson, must carry very great weight; in my opinion they are conclusive.
- (3.) Consequently, the necessity for maintaining large military forces and establishments of a costly character, for the purpose of resisting improbable attacks in force on land, is shown not to exist.
- (4.) Commodore Wilson's evidence raises the question whether, if we are to have a military militia, it should not be a *real militia* with a sufficient training, instead of the present Volunteer Militia, which is nothing more than a compromise between a purely volunteer force and a regular militia; a compromise *costing the Country as much for its annual maintenance as a regular militia*.
- (5.) Commodore Wilson explains the manner in which we can complete our present defence organization by establishing a reliable Colonial naval defence, which, in conjunction with the Imperial Navy, will provide for the protection of Australian commerce within certain limits, whilst at the same time it will furnish the means at present wanting to complete our preparations for harbour defence.
- (6.) He indicates the direction in which changes are required to render the existing Naval Brigade of practical value for defence purposes as a Colonial naval defence force.
- (7.) In making his recommendations, the Commodore observes that the extent of Colonial naval defences, recommended by him, may be reduced or altered without prejudice to the general principles laid down.

The value of Commodore Wilson's report on Australian Naval Defences, of which extracts were read to the Commission, cannot be over-rated. It supplies the great want, which has been felt for some time past, of an opinion from a naval officer of high rank as to the measures which will have to be taken, in time of war, for the protection of Australian commerce and the exposed towns on the sea-board; and it lays down the principles upon which preparations should be made in time of peace.

It is necessary to point out, in passing, that Commodore Wilson's evidence entirely endorses the views expressed by me in reply to questions 361, 375, 376, 396, 397, and 398 in the evidence taken before the Military Committee; and that, in these replies, I dissent entirely from the opinion expressed by Colonel Downes in his answer to question 66. It will also be seen that, although Colonel Richardson agrees with Colonel Downes (*vide* question 306), Colonel Roberts differs from both these officers (*vide* question 184); and I may add that Colonel Anderson, who was not examined on the point, has referred me to several of his reports on Victorian defences, wherein he combats the idea that Australia is exposed to invasion.

It may be urged that the consideration of the question of naval defence is outside of the instructions issued for the guidance of the Royal Commission, and that it is the organization necessary for working the scheme of land defences, and for providing a field force in connection with them, which has been specially referred to the Commission, on account of the doubt which has been felt as to whether the organization is what it should be, and we are not paying too much for it as at present established. I admit that the Commission is not directed to report upon the measures necessary for the "defence of trade and exposed towns on the sea-coast," but I contend that a satisfactory settlement of the matters referred to the Commission cannot be arrived at without looking into the defence question as a whole, and without taking into account the naval arrangements for harbour defence as well as the naval measures for the protection of commerce. It should further be remembered that the advice of Commodore Wilson was sought, in consequence of the Military Committee having reported to the Commission that the Naval Brigade had no place in the defence organization of the Colony, although ostensibly maintained as part of its defences.

The Commodore considers the naval defences under two heads, first under the head of "the defence of harbours," and secondly under the head of "the defence of trade and exposed towns on the sea-coast." It would appear that the second head need not be reported upon by the Commission, although any recommendations they may make under the first head, *i.e.*, defence of harbours, will doubtless be such as will admit of their working in with any naval defences that may be adopted in the future for the defence of trade, &c.

The Commission need be under no apprehension that the naval arrangements, in connection with the harbour defences, will interfere with the scheme of land defence recommended by Sir W. Jervois, which is now approaching completion; on the contrary, the scheme will be strengthened and rendered more complete.

There is nothing in Commodore Wilson's proposals, under the head of harbour defences, that will in the slightest degree affect or render unnecessary any single thing that has already been determined on with regard to the land defences, comprising batteries, guns, and torpedoes. If Parliament will vote the money

money for the two gun-boats recommended by Commodore Wilson—and I am in favour of the expenditure—it stands to reason that there will be an increase in the power of resistance of the land defences for Port Jackson. Colonel P. H. Scratchley, C.M.G., R.E.

It must, however, be clearly understood that the gun-boats recommended are only intended by Commodore Wilson for harbour defence, and could not be relied upon for service outside Port Jackson. It was for that reason that Sir W. Jervois did not propose gun-boats for Port Jackson; he was of opinion—and I entirely concurred—that the first step to be taken was to establish batteries, which, once constructed, would cost an insignificant sum to maintain; and he left gun-boats to be added hereafter, if required, on the grounds that they can only be considered as accessories to batteries; and that, from their absolute vulnerability, they can never be considered to be as reliable as guns mounted in properly constructed works on shore. An unarmoured gun-boat is not only liable to be sunk by a single well-planted shot, but she may be disabled by accidents to her machinery, screw, or steering gear.

Again, the provision of torpedo boats and improvised torpedo launches would only be an extension of a commencement, already made by the purchase of the two boats now available, and is a measure which has repeatedly been recommended by Sir W. Jervois and myself.

Thus, by adopting the Commodore's recommendations, Port Jackson, as the head quarters of the Imperial Navy in Australian waters, will be rendered more secure as a place of refuge, and as a Naval Arsenal, capable of resisting a formidable attack, and of providing means sufficient for fitting out and repairing a fleet of war vessels. In other words, Port Jackson, thus adequately protected, becomes a secure base for the operations of the Imperial Navy, and directly strengthens the defensive power of the British Empire in time of war.

To sum up, the Commission, in drawing attention to that part of Commodore Wilson's suggestions, under the head of "Defence of Harbours," might confine themselves to recommending—

1. The purchase of two gun-boats, and additional torpedo-boats, if required, in addition to the two now available.
2. The fitting up of suitable steam-launches, belonging to the Government, or to be found in the port, as improvised torpedo-launches.
3. The reorganization of the present Naval Brigade upon the lines laid down by Commodore Wilson.

Commodore Wilson's evidence points to the conclusion, which I have already noticed, that there is no necessity for the maintenance of costly military forces and establishments to meet improbable attacks in force on land. *The majority of the Military Committee have expressed that opinion.* It will be seen, on reference to their report, that they lay great stress on the maintenance of a Permanent Artillery Force as being of the first importance, *provided it is organized with a Reserve*, and the continuance of the present Volunteer Militia, *provided its cost is largely reduced.* The Permanent Artillery to provide a body of highly trained men, immediately available for the efficient working of the guns in the batteries; and the reserve of trained Artillerymen to be also readily available on the outbreak of war, and to be established in order that the annual expenditure on the Artillery Force in the ranks may bear fruit by adding to the defensive resources of the Colony year by year. A reduction in the pay of the officers and men of the Volunteer Militia is advocated by the majority of the Committee, on the grounds that the present expenditure is excessive, and that the results obtained are not commensurate with the cost.

Further consideration of the subject, consequent upon the strong opinion expressed by Commodore Wilson as to the improbability of any landing in force, confirms me in the opinion that the cost of the Volunteer Militia must be reduced.

In my evidence I have fixed the limit at £10 per man. I am absolutely opposed to an expenditure of £20 per man, or £34,000 for 1,700 men* in order to provide against a problematical danger. I can not consent to perpetuate an expensive system because it exists. (*Vide question 377.*) The £17,000 saved by the proposed reduction in the cost of the Militia can be more profitably laid out.

Either the Permanent Artillery could be increased,† or a regular Militia maintained—recruited by volunteer enlistment, and called out once a year for twenty-eight days continuous training—or the proposed Colonial naval defences paid for.

Colonel Downes, Commandant in South Australia, has stated (*vide questions 67, 68, 69*) that a Volunteer Militia force can be maintained on the South Australian plan—a plan introduced by the Government before he assumed command (*vide question 89*)—at a cost of £8 per man; but it is to be understood that he only pays his men 2s. 6d. for half day drills and 5s. for whole day drills, all drills being in daylight, and that there is no compulsory continuous training. Again, his captives only get 10s. for whole day drills and 5s. for half days,—the rates of pay we give the privates in the New South Wales Volunteer Militia Force.

Colonel Downes is quite satisfied with the results obtained under the South Australian system.

Again, with regard to continuous training: although Colonel Downes attaches great importance to continuous training, he thinks it a decided mistake to make that training compulsory. (*Vide question 71.*)

I am prepared to admit the great value of continuous training (*vide question 366 and note*), but I cannot reconcile to myself that it is worth the large extra expenditure which it costs in New South Wales under the present rates of pay. Considering the danger to be met is only problematical, I see no reason why this continuous training should not be given to the force on the outbreak of war.

Another

* These remarks do not apply to the Torpedo Corps, which must be considered apart from the field force. Colonel Richardson's estimate for 1,800 militia amounts to £36,546, of which £2,421 is for the Torpedo Corps—100 strong, leaving £34,125 as representing the cost of 1,700 officers and men for the field force, composed of Artillery Engineers and Infantry.

† Any step that will expedite the formation of a reserve will be supported by me. (*Vide question 370.*) For that reason I do not oppose the increase in the strength of the Permanent Artillery, proposed by some members of the Commission. I look upon a reserve as the backbone of a properly constituted military system, as it provides a force of trained men at a moderate cost, who are available at any time or on the outbreak of war. This is the opinion held by all recognized military authorities in England. Admitting that, with a large reserve, there would be more gunners available than were required for the batteries, the excess could be utilized as infantry for the garrisons of the defence works, thus setting free a portion of the field force. I do not share the objections urged against the proposal, brought before the Commission, to the effect that the artillery should be taught infantry drill. It would be easy to ascertain by actual trial how long it would take to teach a certain portion of the artillery force infantry movements in close and extended order. We should endeavour to make the officers and men of the Permanent Artillery good "all round" soldiers, and thus get full value for their cost. In my opinion nothing can be more unsatisfactory than the present expensive organization of the permanent artillery force, whereby a large annual expenditure is incurred without in any way adding to the defensive resources of the country. (*Vide questions 370, &c.*)

13 June, 1881.

Colonel P. H.
Scratchley,
C.M.G., R.E.

13 June, 1881.

Another matter requires brief notice. In the opinion of Colonels Downes and Richardson, Botany Bay is the weak point of the system of defence, even when protected by the powerful fort, now in course of erection on shore, and torpedoes at the entrance. Granted that this opinion is correct—although it is not shared by myself or the majority of the Military Committee—the true strategy does not consist in providing costly military forces to meet the enemy when he has landed. The proper course would be either to increase the permanent defences†, or construct additional batteries on the outbreak of war, so as to render a landing impracticable; to provide naval means afloat with which the enemy could be attacked at sea, or whilst he was attempting to land; and to maintain a small field force, under an inexpensive organization, similar to that adopted for South Australia. The cost of the additional defences would probably be covered by one year's saving on the proposed expenditure for the military forces; and a portion of this annual saving would suffice, as already stated, to provide yearly for the Colonial naval forces recommended by Commodore Wilson, for the protection of trade and the exposed towns on the sea-board of New South Wales, as well as the naval arrangements in connection with the harbour defences.

Thus, without increasing the present annual expenditure, provision would be made for a considerable force of permanent artillery, for a reserve of trained men, for a fairly trained Volunteer Force, for Colonial naval defences and a Naval Brigade, and for all the improvements found to be requisite in the defence organization of New South Wales.

57. Do you desire to add anything to those printed remarks? No.

† There is nothing new in this suggestion, as will be seen on reference to the recommendations made by a former Defence Commission, presided over by Sir James Martin.

REPORT
TO THE
ROYAL COMMISSION

FROM THE
MILITARY COMMITTEE,
APPOINTED AT A GENERAL MEETING OF THE COMMISSION, HELD ON THE 10TH
MARCH, 1881, TO CONSIDER THE MILITARY QUESTIONS
INVOLVED IN THE INQUIRY;

TOGETHER WITH THE
MINUTES OF EVIDENCE TAKEN BEFORE THE COMMITTEE,
AND
APPENDICES.

MILITARY DEFENCES INQUIRY COMMISSION.

Sydney, 14 May, 1881.

SIR,

The Committee, composed of the Military members of the Royal Commission, appointed at the General Meeting held on the 10th of March, 1881, having completed the duties assigned to them, I have the honor to forward their Report, for the consideration of the Royal Commission.

I have the honor to be,

Sir,

Your obedient servant,

P. H. SCRATCHLEY,

COLONEL, R.E., *Vice-President.*

The Honorable

SIR JAMES MARTIN, C.J.,

&c., &c., &c.,

President, Royal Commission.

MILITARY DEFENCES INQUIRY COMMISSION.

MINUTES OF PROCEEDINGS OF MILITARY COMMITTEE.

FRIDAY, 11 MARCH, 1881.

The Committee appointed at the General Meeting of the Commission, held on the 10th instant, met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

Colonel William Acland Anderson, C.M.G.,
Colonel Major Francis Downes, R.A.,

Colonel John Soame Richardson,
Colonel Charles Fysche Roberts.

On the motion of Colonel Anderson, seconded by Colonel Richardson, it was decided that the first business of the Committee was to ascertain the opinions of Members of the Committee as to the necessity or otherwise for having a Permanent Force.

Colonel Downes and Colonel Roberts examined.

The Committee adjourned at 5.20 p.m.

SATURDAY, 12 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 10.30 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

Colonel William Acland Anderson, C.M.G.,

Colonel Major Francis Downes, R.A.,

Colonel Richardson.

The minutes of the previous meeting were read and confirmed.

A letter from John Cooper, Captain 1st Regiment Volunteer Rifles, was read, and it was decided to refer the letter to a general meeting of the Members of the Commission.

Colonel Anderson and Colonel Richardson examined.

The Committee adjourned at 5.10 p.m.

MONDAY, 14 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 10.30 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

Colonel William Acland Anderson, C.M.G.,
Colonel Major Francis Downes, R.A.,

Colonel John Soame Richardson,
Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Vice-President stated that with the consent of the President, it was considered desirable that a general meeting of the Commission should not be held until the Committee had completed their labours and prepared their report.

The Committee deliberated upon the order of their proceedings, and decided upon the names of certain witnesses to be examined.

Colonel Richardson, Colonel Downes, and Colonel Anderson, further examined.

Colonel Scratchley, examined.

The Committee adjourned at 5.25 p.m.

TUESDAY, 15 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.

Colonel William Acland Anderson, C.M.G.,
Colonel Major Francis Downes, R.A.,

Colonel John Soame Richardson,
Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

Colonel Roberts, Colonel Richardson, Colonel Anderson, and Colonel Downes, further examined.

The Committee adjourned at 5.20 p.m.

WEDNESDAY,

WEDNESDAY, 16 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Major Francis Downes, R.A., | Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.
 Dr. F. N. Manning, Mr. Harold Maclean, Mr. Edmund Fosbery, Mr. Stephen Harbord Lambton,
 and Mr. Charles A. Goodchap, examined.
 The Committee adjourned at 4.15 p.m.

THURSDAY, 17 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 10 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, | Colonel John Soame Richardson,
 Colonel Major Francis Downes, R.A., | Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.
 The Committee decided to summon Captain Hixson, commanding the Naval Brigade, for examination.
 Colonel Scratchley, Colonel Roberts, Colonel Richardson, Colonel Anderson, and Colonel Downes,
 further examined.
 Mr. Edward Charles Cracknell and Mr. Julien Thomas Blanchard, examined.
 The Committee adjourned at 5.15 p.m.

FRIDAY, 18 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Major Francis Downes, R.A., | Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.
 The Committee deliberated upon the order of their proceedings, and decided that the members
 should write a *précis* of their opinions on the following subjects :—
 1st.—Permanent Force alone.
 2nd.—Permanent Force with Reserve.
 3rd.—Organization and constitution of Military and Volunteer Forces.
 4th.—Composition and number of Field Force.
 5th.—Ordnance store department.
 6th.—Strength of Permanent Force and force required to man the batteries and harbour
 defences generally.
 7th.—Principle of examination.
 8th.—Expenditure and organization as regards pay.
 Colonel Richardson, Colonel Downes, Colonel Anderson, Colonel Roberts, and Colonel Scratchley,
 further examined.
 The Committee adjourned at 5 p.m.

MONDAY, 21 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 2 p.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Major Francis Downes, R.A., | Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.
 Colonel Anderson, Colonel Richardson, and Colonel Scratchley, further examined.
 The Committee adjourned at 4.25 p.m.

TUESDAY,

TUESDAY, 22 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 10.30 a.m.

MEMBERS PRESENT:—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.	
Colonel William Acland Anderson, C.M.G.,	Colonel John Soame Richardson,
Colonel Major Francis Downes, R.A.,	Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Committee decided to meet the Royal Commission, on Friday, 25th instant, and to inform the President accordingly.

Colonel Anderson, by direction of the Committee, inspected the Ordnance Store Department and Magazines, with Mr. J. T. Blanchard.

It was resolved that the members of the Committee should visit the district around Botany, for the purpose of inspecting the ground.

Captain Hixson, examined.

Colonel Downes, further examined.

The Committee adjourned at 1 p.m.

WEDNESDAY, 23 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 10.30 a.m.

MEMBERS PRESENT:—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.	
Colonel William Acland Anderson, C.M.G.,	Colonel John Soame Richardson,
Colonel Major Francis Downes, R.A.,	Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

In accordance with the resolution at the previous meeting, Colonel Downes, Colonel Richardson, and Colonel Roberts paid a visit of inspection to the district around Botany.

Colonel Scratchley and Colonel Anderson considered a draft progress report.

The Committee adjourned at 4.30 p.m.

THURSDAY, 24 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 10.30 a.m.

MEMBERS PRESENT:—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.	
Colonel William Acland Anderson, C.M.G.,	Colonel John Soame Richardson,
Colonel Major Francis Downes, R.A.,	Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

Colonel Anderson submitted a report upon his visit to the magazines and the Ordnance Store department.

The Committee considered their draft progress report, and the report was adopted.

Colonel Downes, Colonel Scratchley, Colonel Roberts, and Colonel Anderson further examined.

The Committee adjourned at 4.20 p.m.

FRIDAY, 25 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT:—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.	
Colonel William Acland Anderson, C.M.G.,	Colonel John Soame Richardson,
Colonel Major Francis Downes, R.A.,	Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Committee considered the subject of their report to the Commission, and Colonel Richardson and Colonel Downes were appointed a sub-committee to draft the report.

Colonel Richardson and Colonel Downes were further examined.

The Committee adjourned at 1 p.m. in order to meet the Royal Commission and present the Committee's Progress Report.

SATURDAY,

SATURDAY, 26 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 10 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Major Francis Downes, R.A., | Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Sub-Committee appointed at the previous meeting were engaged in drafting the Committee's report; the remaining members were employed in the general business of the Committee.

The Committee adjourned at 1 p.m.

MONDAY, 28 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Major Francis Downes, R.A., | Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Committee considered the draft report of the Sub-committee.

The Committee deliberated as to whether the reports of commanding officers, called for by Colonel Richardson, should be appended to the report or merely laid upon the table, and it was decided that they should be laid upon the table.

The Committee deliberated as to whether the subject of the defence of Wollongong should be considered, and it was resolved to refer that subject to the Royal Commission.

Colonel Downes, Colonel Anderson, and Colonel Richardson, were further examined.

The Committee adjourned at 4 p.m.

TUESDAY, 29 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 3 p.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Committee further considered their report, and took additional evidence.

Colonel Downes left Sydney, on his return to Adelaide, on Monday evening.

The Committee adjourned at 4 p.m.

WEDNESDAY, 30 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 10-30 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Committee further considered their report, and took additional evidence.

The Committee adjourned at 4-30 p.m.

THURSDAY, 31 MARCH, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Committee further considered their report, and took additional evidence.

As the time allotted to the Commission for making their inquiry and reporting to the Government would expire on 15th April, the Committee decided that application should be made by the Vice-President to the Honorable the Colonial Secretary for an extension of three months' time—from 15th April to 15th July,—and that the President of the Commission should be informed accordingly.

The Committee adjourned at 5 p.m.

FRIDAY,

FRIDAY, 1 APRIL, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.
 The Committee further considered their Report, and took additional evidence.
 The Committee adjourned at 5.15 p.m.

SATURDAY, 2 APRIL, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson.

The minutes of the previous meeting were read and confirmed.
 The Committee further considered their Report, and took additional evidence.
 The Committee adjourned at 1 p.m.

MONDAY, 4 APRIL, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.
 The Committee further considered their Report, and took additional evidence.
 The Committee adjourned at 5.30 p.m.

TUESDAY, 5 APRIL, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.
 The Committee further considered their Report, and took additional evidence.
 The Committee adjourned at 5.30 p.m.

WEDNESDAY, 6 APRIL, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, | Colonel John Soame Richardson,
 Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.
 The Committee resolved that a draft Report as agreed to by the members of the Committee, in the absence of Colonel Downes at Adelaide, should be submitted to the Royal Commission, with the Evidence and Appendices, and that a final Report should be laid before the Commission as soon as possible after the draft Report had been considered by Colonel Downes.
 The Committee adjourned at 4 p.m.

THURSDAY,

THURSDAY, 7 APRIL, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel William Acland Anderson, C.M.G., | Colonel John Soame Richardson,
 Colonel Charles Fysche Roberts.

The minutes of the previous meeting were read and confirmed.

The Committee finally considered their Report, and instructions were given to the Secretary with regard to its distribution.

The Committee adjourned at 6 p.m. *sine die*.

DURATION OF SITTINGS OF MILITARY COMMITTEE.

March	11	...	...	...	6 hours 20 minutes.
"	12	...	...	...	6 " 40 "
"	14	...	...	...	6 " 55 "
"	15	...	...	...	6 " 20 "
"	16	...	...	...	5 " 15 "
"	17	...	...	...	7 " 15 "
"	18	...	...	...	6 " 0 "
"	21	...	...	...	2 " 25 "
"	22	...	...	...	2 " 30 "
"	23	...	...	...	6 " 0 "
"	24	...	...	...	5 " 50 "
"	25	...	...	...	6 " 0 "
"	26	...	...	...	3 " 0 "
"	28	...	...	...	5 " 0 "
"	29	...	...	...	1 " 0 "
"	30	...	...	...	6 " 0 "
"	31	...	...	...	6 " 30 "
April	1	...	...	...	6 " 15 "
"	2	...	...	...	2 " 0 "
"	4	...	...	...	6 " 30 "
"	5	...	...	...	6 " 30 "
"	6	...	...	...	6 " 30 "
"	7	...	...	...	7 " 0 "

In addition to the above record of meetings, the various members of the Committee had the Report under consideration continuously from the 7th to 26th April inclusive.

THURSDAY, 12 MAY, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel John Soame Richardson, | Colonel Charles Fysche Roberts.
 The Committee considered their Final Report, and adjourned at 4 p.m.

FRIDAY, 13 MAY, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel John Soame Richardson.
 The Committee further considered their Final Report, and adjourned at 4 p.m.

SATURDAY, 14 MAY, 1881.

The Committee met at the Brigade Office, O'Connell-street, at 11 a.m.

MEMBERS PRESENT :—

Colonel Peter Henry Scratchley, C.M.G., R.E., Vice-President.
 Colonel John Soame Richardson, | Colonel Charles Fysche Roberts.
 The Committee further considered their Final Report, and instructions were given to the Secretary with regard to its distribution.
 The Committee adjourned at 1 p.m.

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MILITARY DEFENCES INQUIRY COMMISSION.

REPORT TO THE ROYAL COMMISSION FROM THE MILITARY COMMITTEE.

Vice-President :

COLONEL PETER HENRY SCRATCHLEY, C.M.G., Royal Engineers.

Members :

COLONEL WILLIAM ACLAND ANDERSON, C.M.G., Commanding Local Forces, Victoria.

COLONEL MAJOR FRANCIS DOWNES, R.A., Commanding Local Forces, South Australia.

COLONEL JOHN SOAME RICHARDSON, Commanding Local Forces, New South Wales.

COLONEL CHARLES FYSCH ROBERTS, Commanding Artillery Forces, New South Wales.

Secretary :

CHARLES LYNE, Esquire.

THE COMMITTEE, composed of the Military Members of the Royal Commission, appointed at a General Meeting of the Commission, held on the 10th day of March, have the honor to submit the following Report :—

THE Committee were instructed by the Royal Commission to consider the military questions involved in the inquiry, and report their opinions for the information of the Commission. The course of procedure has been :—(1) They have examined each member of the Committee; (2) they have questioned the Heads of the Police, Prisons, Post Office, Lunacy, and Railway Departments on various points, but especially as to the practicability of giving subordinate situations in these departments to men, who, having served in the Permanent Artillery, were willing to join a reserve affiliated to that force; (3) they have examined Captain Hixson, Commanding the Naval Brigade, in reference to the constitution and organization of that force; (4) and Mr. Blanchard, Ordnance Storekeeper and Barrack-master, respecting the Department for the management and custody of Warlike Stores.

The questions, addressed to the military members of the Commission, embraced the following points :—

1. The necessity for a Permanent Artillery Force; whether it should be formed with or without a reserve; and what its strength should be.
2. The strength of the Volunteer Garrison Artillery.
3. The desirableness of maintaining a body of Permanent Infantry, and if so, of what strength.
4. The Torpedo Corps, and the changes (if any) necessary in its constitution and organization.
5. The Field Force, its composition, organization, and constitution; whether to be composed of Volunteer Militia, of unpaid Volunteers, or of both combined.
6. The necessity for a Cavalry Force.
7. The strength and duties of the Engineer Corps.
8. The formation of Rifle Companies in the Country Districts.
9. The number of field guns, and the strength of officers and men required for their service, as part of the Field Force.
10. The laws and regulations relating to the local Forces of New South Wales, and the changes, if any, required.

11. The instruction and military education of Permanent and Volunteer officers, and the appointment of instructors for that purpose.
12. The examination of Permanent and Volunteer Officers for first appointments and subsequent promotion.
13. The course of instruction to be undergone by Officers.
14. The establishment of a Military Library and a Reading and Lecture-room.
15. The Ordnance Store Department, as to re-organization and transfer, so far as military matters are involved, to the control of the military authorities.
16. The question of the appointment of a Military Adviser and Inspecting Officer for the local Forces of Australia.
17. The position of the Naval Brigade in the defence organization of the Colony, its constitution and organization.

The Committee, having before them the scheme of defence recommended by Sir William Jervois, and adopted by the Government of New South Wales, recapitulate its main features, which may be briefly stated as follows :—

- (1.) Port Jackson and Sydney to be defended against naval attack, by coast batteries and torpedoes in the channels of the harbour.
- (2.) Sydney to be defended against attack, by an enemy landing a body of men on any part of the adjacent coast, by a field force and by a fort and torpedoes at the entrance to Botany Bay.
- (3.) Newcastle to be defended by a fort and torpedoes.

Sir William Jervois lays down that there is no probability of an expedition on any extensive scale being despatched against Australia so long as Great Britain holds command of the seas, but is of opinion that, whilst the bulk of the naval forces of the enemy might be elsewhere occupied, he might despatch one or more cruisers to operate against the maritime commerce, and make a descent upon one of the Australian Colonies. The squadron intended for such a purpose might consist of some three or four vessels, one or two of which might probably be armoured. This squadron, eluding the British cruisers and appearing suddenly before Sydney, Newcastle, or some other port, might capture the merchant vessels lying in those ports, intercept some of the numerous vessels conveying valuable shipments of gold, and, under threat of bombardment, or by actually firing into the capital, demand and obtain the payment of many millions of money. Or this object might possibly be obtained by an enemy landing a small force in the vicinity of Sydney.

The military forces recommended by Sir William Jervois were :—

Permanent Force—

Three batteries of Artillery	375
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Militia Force—

Two batteries of Field Artillery	100
Three batteries of Garrison Artillery	200
One company of Engineers	...	...	...	...	60
Torpedo and Signalling Corps	100
Two battalions of Infantry	1,340
					1,800

Total officers and men	2,175
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Part of the garrison at Newcastle was to be provided by a Naval Militia Force, to the extent of 50 officers and men.

The Committee, having carefully weighed and considered the evidence laid before them, proceed to submit the result of their deliberations under the following heads :—

- a. General Staff and Permanent Artillery Force—Constitution, organization, and strength of the latter, together with the formation of a Reserve.
- b. Permanent Infantry—Its constitution, organization, and strength.

c.

- c. Volunteer Militia, or Volunteers, and the formation of a reserve for the Force.
- d. Organization and constitution of Volunteer Force under the present system—Changes recommended.
- e. Volunteer Militia and Volunteer Reserve—Their composition and strength.
- f. Rifle Companies or Volunteer Corps as an auxiliary force to the Volunteer Militia.
- g. Cavalry.
- h. Torpedo Corps—Its constitution, organization, and strength.
- i. Officers for the Local Forces—Their appointment, promotion, and education.
- j. Military Adviser and Inspecting Officer for the Local Forces in Australia.
- k. Estimates and Expenditure.
- l. Special subjects.
- m. Ordnance Store Department.
- n. Naval Brigade.

(a) GENERAL STAFF AND PERMANENT ARTILLERY FORCE—CONSTITUTION, ORGANIZATION, AND STRENGTH OF THE LATTER, TOGETHER WITH THE FORMATION OF A RESERVE.

The General Staff consists of a Commandant (an ex-Imperial officer) of the rank of Colonel, a Major of Brigade (also an ex-Imperial officer), who performs duties analogous to those appertaining to the departments of Adjutant-General and Military Secretary combined, a Brigade Pay and Quarter Master, an Officer Instructor of Musketry, and five clerks, &c., in all nine.

The present strength of the Permanent Artillery is as follows:—

3 Batteries..... 320 of all ranks.

The Permanent Artillery (as also the Volunteer Artillery) are under the command of an ex-Imperial Artillery officer, of the rank of Colonel.

The officers of the General Staff and the officers and men of the Permanent Artillery are subject to the Army Discipline and Regulation Act, the Articles of War, Queen's Regulations, and to such other orders, regulations, and rules as may be issued for Her Majesty's Army, so far as the same are not inconsistent with the provisions of the New South Wales Military and Naval Forces Regulation Act of 1871, and the Regulations thereunder, to which the Staff and Permanent Artillery are also subject.

The officers of the Permanent Artillery are appointed and promoted by the Governor in Council, and the non-commissioned officers by the Governor, on the recommendation of responsible officers. The examination of these officers for promotion has heretofore been carried out under conditions modified from those in force in the Imperial Service, and necessarily so, as, with the exception of the officer in command, none have had the advantage of the preliminary artillery education at Woolwich, or of the scientific training which Imperial Artillery officers subsequently undergo.

Men between the ages of 18 and 40 are enlisted in the Permanent Artillery for five years, and may re-engage for a further period of two or five years. The lowest rate of pay is 2s. 3d. for gunners, in addition to free rations of bread, meat, and groceries, free kits on joining, annual issue of uniforms, barrack accommodation, fuel and light, and medical attendance. Special rates of working pay are issued, and an increased rate of pay for re-engagement. Rewards are given for good conduct, as in the Imperial Service, but no pensions.

The Committee are unanimous in recommending the maintenance of a Permanent Force of Artillery as an absolute necessity. The force is required, in time of peace, for the care and management of stores, guns, batteries, and warlike *matériel* generally; to form a nucleus for the Volunteer Militia or Volunteer Artillery Force; to be available for the school of instruction; and to assist in carrying out the annual course

course of training of the Artillery branch of the Local Forces. In addition to the above, the Permanent Artillery Force would, in time of war, furnish a body of highly trained Artillerymen, immediately available for the efficient working of the guns in the coast batteries, a condition impossible of achievement by other than regular troops, in consequence of the frequent changes and improvements in ordnance and its appliances.

The Committee, however, are not agreed as to the best organization for the Permanent Artillery Force. Colonels Downes, Richardson, and Roberts, are in favour of the Force being organized, constituted, and governed as at present, viz. :— By a military code similar to that of the Imperial Service, subject however to such modified conditions as the Colonial Service may require. On the other hand Colonels Anderson and Scratchley prefer a different organization, based upon the principle that discipline can be maintained by moral influence, together with the prospect of Government employment, rather than by the system of punishments in force in the Imperial army, and that dismissal should be regarded as the chief punishment for misconduct. Colonels Anderson and Scratchley are absolutely opposed to long service in the ranks, except in the case of non-commissioned officers. The Committee are united in recommending that the Commandant should be vested with the power of dismissal; reference to higher authority or the machinery of courts-martial to be resorted to only in special cases. Colonel Roberts further represents that he, as officer commanding the Artillery, should possess the powers vested in commanding officers of regiments in the Imperial service.

The number of Permanent Artillery to be maintained is a point on which there is some difference of opinion, as the estimate for the strength to be kept in the ranks will depend mainly on the formation of a reserve affiliated to the force, whilst the total strength must be governed by the number of guns in the coast batteries.

The Committee are unanimous in recommending the establishment of a reserve as an essential part of the defensive organization of the Colony. The proposal is made on grounds of economy, so that the annual expenditure on the force may bear fruit by adding to the defensive resources of the Colony year by year. It is intended that the reserve should be composed of men of good character, who have served for not less than three years, and that on leaving the force they should receive employment in such of the Government departments as would be willing to open subordinate appointments for "reserve" men. It is probable that, in addition to the State departments, "reserve" men would find employment in minor offices of trust in merchants' offices, banks, houses of business and public companies generally.

The amount of remuneration to be paid to the men whilst in the reserve, in return for which they would have to undergo a certain amount of annual training, is a matter upon which the Committee are not prepared to give a definite opinion; but they are in favour of paying liberal retaining fees, as they consider that every possible inducement should be held out to the men to join and remain in the reserve.

The Committee see no reason to anticipate any difficulty in keeping up the training of the men in the reserve, for inasmuch as the reserve would be affiliated to the force in the ranks it would be practicable to arrange for the annual training in such a manner as not to interfere with the men's employment. The Committee think it unnecessary to go into the details of the training and pay, as these are questions which will have to be carefully considered hereafter, should the formation of a reserve be supported by the Commission.

Although the Committee are not agreed as to the actual numbers of the Permanent Artillery that should be maintained, they are unanimously of opinion that, if a reserve should not be formed, a larger number would have to be kept in the ranks than if a reserve were formed.

Colonels Anderson and Scratchley recommend a strength of 400 officers and men, if no reserve be formed, but they consider that the numbers in the ranks could be reduced to 200 whenever a reserve of about 200 men was formed. Colonel
Downes

Downes proposes 300 without a reserve, and 200 to 250 men with a reserve. Colonel Richardson recommends 300 without a reserve and 200 as the minimum, when the reserve is formed, and thinks it unnecessary at this time to increase the vote for the Permanent Artillery, more especially as in his opinion a sufficient reserve could be formed by the time the fortifications at Newcastle and Botany are completed. Colonel Roberts, however, is in favour of maintaining a strength of 440 officers and men without a reserve, and 340 with a reserve, this latter strength being reduced to 250 whenever the reserve numbers at least 300 men.

This difference in the strength as above stated is accounted for by the greater number of guns assumed to come into action in the one case than in the other, and, in the opinion of the Committee, does not affect the general question at issue. Some of the Committee attach great importance to ensuring sufficient guns to guard the torpedo defences, which are mainly dependent for success upon the protection afforded by artillery fire.

(b) PERMANENT INFANTRY—ITS CONSTITUTION, ORGANIZATION, AND STRENGTH.

Colonels Downes and Roberts are in favour of a small nucleus of Permanent Infantry, but the majority of the Committee do not recommend the establishment of such a Force unless it be from 200 to 300 strong, as they consider that a smaller strength would not be of any practical value. Two to three hundred permanent infantry would entail a cost of from £18,000 to £27,000 per annum, and, as a large body of infantry is required for the scheme of defence, the strength necessary will have to be provided by the maintenance of another description of force as hereafter explained. It should be understood that the establishment of a Permanent Infantry Force would not affect the question of strength to any appreciable extent. The majority fully recognise the utility of such a force to serve as a model and example, and to afford a valuable nucleus for the rest of the Infantry Forces; but they could not advocate its establishment on the military grounds which have led the Committee to insist upon the necessity for a Permanent Artillery Force. Should a Permanent Infantry Force, however, be recommended by the Royal Commission, the Committee are of opinion that its organization and constitution should closely follow that of the Permanent Artillery Force.

(c) VOLUNTEER MILITIA OR VOLUNTEERS AND THE FORMATION OF A RESERVE.

Before entering upon this subject the Committee desire to draw a distinction between a purely Volunteer Force—such as is maintained in Great Britain, and some of the Australian Colonies, without personal remuneration, and only assisted by capitation grants to meet the expenses of clothing, drill-sheds, &c.—and a force such as that existing in New South Wales. The latter is practically a Volunteer Militia, for both officers and men are serving under stringent regulations, and receiving pay for attendance at drill and continuous training. The Committee are decidedly of opinion that this distinction should be officially recognized, and that if the New South Wales Volunteer Force be retained with the present organization it should be called a Volunteer Militia, under which designation it will hereafter be alluded to, as far as practicable, in this report, in order to avoid misconception. This change in the designation of the Force, however unimportant it may appear at first sight, would at once place it on a recognized footing, and settle many vexed questions in connection with the maintenance of a suitable force for the Colony.

Two points are involved in the consideration of the subject viz.,—those of expenditure and efficiency, and they cannot be separated. On purely military grounds Permanent Forces with reserves would be the best, but the cost places the idea of maintaining such forces in sufficient numbers out of the question. A Militia Force, from the extra training which it undergoes for military purposes, should be superior to a purely Volunteer Force.

The choice lies between a Volunteer Militia, as at present established, serving under stringent regulations, and a purely Volunteer Force, or a combination of both. Reference to the evidence will show the views held by the members of the Committee

on

on these points. The majority of the Committee recommend the continuance of the present Volunteer Militia, on the condition that its cost be largely reduced, and that its present strength be not exceeded. Colonel Roberts, on the other hand, prefers a purely Volunteer Force. The majority have arrived at these conclusions after due inquiry into the working of the present system, which has now been in force for nearly three years, with satisfactory results, and they see no grounds for making any radical change. The Committee must point out, however, that if a Volunteer Militia be not maintained a greater strength of Volunteers would be required to take its place. In the opinion of Colonels Anderson, Scratchley, and Roberts it is impossible to ignore the fact that superior numbers, and a thorough knowledge of the ground to be operated upon, would largely counterbalance the superiority claimed for the better drilled but numerically weaker force.

The Committee suggest the formation of a reserve on a purely Volunteer basis, to be affiliated to the Volunteer Militia, as they consider that such a reserve would add materially to the defensive resources of the Colony. The reserve to be composed of men who have served not less than two years in the Militia; of Volunteers who have served as efficient for not less than five years under the old system; and of others desirous of joining a purely Volunteer Force. This reserve to serve without pay, to be clothed, armed, and instructed at the expense of the State, and to take part in the drill and training of the Militia. Colonel Downes considers that the reserve should be paid.

(d) ORGANIZATION AND CONSTITUTION OF VOLUNTEER FORCE [MILITIA] UNDER THE PRESENT SYSTEM—CHANGES RECOMMENDED.

The Volunteer Force is subject to the Volunteer Regulation Act of 1867, and the Regulations thereunder. The Governor is Commander-in-Chief, and, with the advice of the Executive Council, may accept the services of persons desirous of being formed into Volunteer Corps. Provision exists for the organization of corps as regiments or individual corps, as the requirements of the service may indicate. Regiments and corps at Head Quarters are consolidated, and those in the country districts as far as practicable, and as in the case of the Imperial Militia, a paid Regimental Staff is provided. The Governor may disband corps, appoint officers to the Permanent Staff, for command, inspection, drill, exercise, training, instruction, and equipment of the Force. Officers of the Volunteer Force generally are appointed by the Governor in Council, but Volunteer Corps may recommend to the Governor any enrolled member to be an officer of such corps of rank not higher than captain. Candidates for commissions in the Volunteer Force must, prior to appointment, have passed the Civil Service Examination of the Colony, or an examination of a higher degree. The appointment and promotion of officers are further controlled by stringent test examinations on military subjects. Promotions up to the rank of captain are made by seniority, subject to examination; beyond that grade by selection and examination. Non-commissioned officers are appointed by officers commanding regiments and corps, subject to the approval of the officer commanding Volunteer Force, after test examinations.

The Governor has power to order the assembly of courts of inquiry, with reference to an officer, composed exclusively of officers of the Volunteer Force. The officer commanding the Volunteer Force may assemble a court of inquiry, composed of officers or Volunteers, or both combined, to inquire into any matter relative to any corps or Volunteer or non-commissioned officer of the Permanent Staff. These Courts have no power to inflict penalties.

A Volunteer enrolls for an indefinite period of service, and, *except when called out for actual military service*, may quit his corps under the following conditions:—

- (1.) Giving to the commanding officer of his corps fourteen days' notice in writing of his intention to quit his corps.
- (2.) Delivering up in good order, fair wear and tear only excepted, all arms, clothing, and appointments, being public property, or the property of his corps, issued to him, or placed under his charge.
- (3.) Paying all moneys due or becoming due by him under the rules of his corps, either before or at the time or by reason of his quitting it.

Persons

Persons are not enrolled in the Force under the age of 18 years or above 45, except in the case of trumpeters and buglers. They are subjected to a standard with regard to height, chest measurement, sight, and physique generally, to be determined by the examination of a medical officer of the Force. Means exist for getting rid of men who have become incapacitated for the performance of their military duties by reason of age or other infirmity.

The Governor may direct the Officer Commanding the Volunteer Force to call out such Force, or any portion thereof, for actual military service, in case of actual or apprehended invasion of the Colony, or of hostile or predatory attack, or of imminent danger thereof.

When called out for actual military service, the Volunteer Force (except as regards the infliction of corporal punishment) is subject to the Army Discipline and Regulation Act, and the Articles of War made in pursuance thereof. When not on actual military service, the officer commanding a corps has power to reduce a non-commissioned officer, subject to the approval of the Officer Commanding Volunteer Force, and to summarily discharge a Volunteer for misconduct. Officers are subject to arrest, and non-commissioned officers and others to custody, provided they are not so retained longer than whilst the corps is under arms. Volunteers are subject to suspension from military duty pending settlement of the case for which suspended; to fines for minor irregularities and offences against discipline, the same being deducted from pay due, or which may become due. Volunteers are also subject to fines, or in default imprisonment, for non-delivery of arms, clothing, and accoutrements to commanding officer; for pawning, destroying, damaging, or selling public property issued to them as Volunteers; for not keeping uniform in proper order, or wearing it contrary to orders; and finally, for neglecting to pay fines and subscriptions.

The majority of the Committee generally approve of the organization and constitution of the Volunteer Militia, as at present established, under the limits and conditions already prescribed. They have taken into consideration the desirability of giving the force an organization more closely resembling that of the Imperial Militia, and are of opinion that no change is necessary in the enrolment system; that the time has not yet arrived for general service in Australia; and that no necessity exists for placing the force under the Army Discipline Act in time of peace. Colonel Downes advocates an enrolment for one to three years. The Committee, however, view the election of officers by the rank and file as open to the most serious objections. They also advise that the power of summary discharge of Volunteers, within the meaning of the Volunteer Act of 1867, be vested in the officer commanding the Volunteer Force, in common with officers commanding corps.

It is further recommended that such alterations may be effected in the Volunteer Act of 1867 as shall provide for the classification of the forces to be maintained as Volunteer Militia and Volunteer Reserve, together with the affiliation of the latter to the former. The Committee are of opinion that both classes should also serve under the same regulations, modified as regards the Volunteer Reserve in such a manner as may be suitable to the conditions of service.

(e) VOLUNTEER MILITIA AND VOLUNTEER RESERVE—THEIR COMPOSITION AND STRENGTH.

With reference to the composition and strength of the Volunteer Militia and Volunteer Reserve, the Committee have carefully considered the following requirements:—(1) The provision of an auxiliary Artillery Force to supplement the Permanent Artillery in the coast batteries; (2) the field force—comprising Artillery, Engineers, and Infantry—required for the protection of Sydney against the attack of an enemy landed in Broken Bay or at Botany; (3) the Infantry garrisons for the defensive enclosures connected with the coast batteries; (4) the detached Infantry force required at Newcastle; (5) the Torpedo corps for the submarine defences.

So far as the Volunteer Militia is concerned, the Committee do not propose to depart from the strength laid down by Sir William Jervois, which corresponds with the present establishment, and is as follows:—

6 Batteries of Artillery	...	...	...	...	300
1 Corps of Engineers	...	...	...	...	60
1 Torpedo and Signalling Corps	...	...	...	...	100
3 Regiments of 4 Companies each and 2 detached Companies of Infantry	...	...	...	...	1,255
					<u>1,715</u>
Authorized but not formed, 1 Company of Infantry					85
					<u>1,800</u>

With regard to the Volunteer Reserve the majority of the Committee recommend a strength of 1,200, to be composed of:—

(1) Garrison Artillery	...	...	...	...	200
(2) Field Artillery	...	...	...	...	150
(3) Engineers	...	...	...	...	25
(4) Infantry	...	...	...	...	825
					<u>1,200</u>

The total strength, therefore, of the Militia and its reserve would amount to 3,000 officers and men, whilst the present Militia is 1,715 strong.

The Militia and Reserve would be distributed as follows:—

(a) At Sydney—					
Field Artillery—Militia	...	...	...	...	50
Reserve	...	...	...	...	150
Garrison Artillery—Militia	...	...	...	...	150
Reserve	...	...	...	...	150
					<u>500</u>
Engineers—Militia	...	...	...	...	60
Reserve	...	...	...	...	25
					<u>85</u>
Torpedo Corps for Botany Bay and Port Jackson					
—Militia	...	...	...	...	75
					<u>75</u>
Infantry—Militia	...	...	...	...	1,170
Reserve	...	...	...	...	655
					<u>1,825</u>
(b) At Newcastle—					
Garrison Artillery—Militia	...	...	...	...	50
Reserve	...	...	...	...	25
					<u>75</u>
Torpedo Corps—Militia	...	...	...	...	25
					<u>25</u>
Infantry—Militia	...	...	...	...	170
Reserve	...	...	...	...	85
					<u>255</u>
(c) At Wollongong—					
Garrison Artillery—Militia	...	...	...	...	50
Reserve	...	...	...	...	25
					<u>75</u>
(d) In Southern District—					
Infantry—Reserve	...	...	...	...	85
					<u>85</u>
					<u>3,000</u>

Colonel Downes is of opinion that all the field Artillery should be provided by the Militia, but this opinion is not shared by the other members of the Committee.

(f)

(f) RIFLE COMPANIES OR VOLUNTEER CORPS AS AN AUXILIARY FORCE TO THE
VOLUNTEER MILITIA AND RESERVE.

The Committee are unanimous as to the advisability of establishing Volunteer Corps throughout the Colony for military and social reasons. Whether such bodies are to be designated Rifle Companies or Volunteer Corps seems to be immaterial, provided it is distinctly understood that they are to be raised on a purely patriotic basis, and without pay or emolument, and that they are to be directly under the control of the Commandant. The Committee advise that the Government expenditure on these corps should be confined to the provision of arms and ammunition for annual practice, the men having the privilege of purchasing extra ammunition at cost or reduced prices. Some members of the Committee are of opinion that a capitation grant should be given in addition to provide uniforms, instructors, and drill-sheds. Others deem it important to avoid the expenditure which would thus be entailed.

(g) CAVALRY.

The majority of the Committee, being fully impressed with the necessity for a force of Cavalry in connection with the defences of New South Wales, attach great importance to the statement made by the Inspector General of Police, viz., that he could place at the disposal of the Commandant in time of war some 300 Mounted Police. Colonels Anderson and Scratchley desire, in addition, to establish a Volunteer Mounted Rifle Corps, and so enlist the co-operation and sympathies of a body of men having a stake in the Country, who will not only volunteer their own services but also those of their horses. The strength of the Corps recommended is about 100, to be raised in and about Sydney, on the purely self-supporting principle. Colonel Anderson goes further and advocates the formation of a regiment of Volunteer cavalry. The majority of the Committee are not prepared at present to recommend this increase in the military expenditure of the Colony. Colonel Downes considers that the proposed corps should be paid and form part of the Militia, and does not place much reliance on the Mounted Police if required to act as mounted riflemen. Colonels Richardson and Roberts are prepared to rely upon the Mounted Police alone.

(h) TORPEDO CORPS—ITS CONSTITUTION, ORGANIZATION, AND STRENGTH.

The Committee are unanimous in recommending that the Torpedo Corps should be maintained at a total strength of 100 officers and men, for the management of the torpedo defences at Sydney, Botany, and Newcastle. Colonels Anderson and Roberts are of opinion that a change in the organization of the corps is needed, viz., by the formation of a permanent nucleus, for the proper charge of stores, observing, and firing stations. Colonels Anderson, Scratchley, and Roberts wish to place the corps on a different footing from the rest of the local forces, on account of its duties being of a special character; and, should it be decided that the Volunteer Militia is not to be continued on its present organization, they recommend that this change should not affect the Torpedo Corps. Colonel Scratchley urges in support of this proposition that in England the Volunteer Submarine Mining Companies were recognized by a recent Committee on the Volunteer Forces of Great Britain as special companies, requiring a different organization from a purely Volunteer Force. The officers named propose that the pay should be kept at the present rates, but the number of parades and drills for instruction in submarine mining should be increased to forty per annum, or double the present number.

(i) OFFICERS FOR THE LOCAL FORCES—THEIR APPOINTMENT, PROMOTION, AND
EDUCATION.

(1.) With regard to the Permanent Artillery officers, the Committee are of opinion that preference of appointment should be given to officers who have served in the Royal Artillery, but that the junior grades should be open to ex-Imperial officers of other branches of the service, and especially to candidates identified with the Colonies. The Committee submit these proposals on the understanding that the regulations in regard to qualifying examinations, with limit as to time, are strictly carried out.

As to the education of officers, the Committee are unanimous in recommending that a school for instruction with the necessary instructors be formed, in order that officers may attain a defined standard of military knowledge. Instruction to be
conducted

conducted by qualified officers, and to include such subjects as reconnaissance, field-sketching, surveying, field fortification, minor tactics, elementary chemistry, and mathematics.

(2.) With respect to the officers of the other branches of the Local Forces the Committee recommend:—

(a) That the nomination or elective principle for the appointment of commissioned officers be abolished, and that the present laws, as to candidates being obliged to produce a certificate of having passed either the Civil Service test examination or one of a higher degree, should continue in force.

(b) That, prior to promotion, officers should, as at present, pass an examination as to fitness for higher command; but that some knowledge of field fortification, reconnaissance, and minor tactics, be required.

(3.) Whilst the Committee, with a view to economy, recommend, for the present, one school of instruction, they consider that all officers of the Local Forces should be required to go through a course suitable to the branch in which they are serving, embracing such subjects as minor tactics, field-fortification, surveying, and reconnaissance; and for which they should be granted certificates of proficiency.

(4.) The Committee strongly recommend that a Military Library and a Reading and Lecture Room, should be established in some convenient position in Sydney, subject to the control of the Commandant, and that an annual grant should be made for the purchase of books and the expenses of the reading room. In the opinion of the Committee much good would result if lectures and discussions on military subjects were encouraged.

(j) MILITARY ADVISER AND INSPECTING OFFICER FOR THE LOCAL FORCES IN AUSTRALIA.

The Committee are unanimous in recommending the appointment of an Imperial officer as Inspecting Officer of the Australian local forces, and Military Adviser to the several Governments. This appointment to be held from three to five years, subject to renewal. The duties of this officer should be to conduct periodical inspections of the local forces and the military defences and establishments of the Australian Colonies, and advise the Governments on all subjects connected with the maintenance of the local defences. In time of peace this officer would not exercise any executive command, but, in time of war, should there be combined or federal arrangements for defence, he would assume supreme direction. The Committee in making this recommendation desire not to lessen the authority or full responsibility of the local Commandants, but rather to strengthen their position.

(k) ESTIMATES AND EXPENDITURE.

The Committee are unanimously of opinion that a reduction can be made in the military expenditure of New South Wales. This possible decrease in the expenditure could be brought about by reducing the pay granted to the Volunteer Militia, by the ultimate reduction to be effected in the number of Permanent Artillery resulting from the establishment of its reserve, and by the elimination from the military estimates of items referred to in the succeeding paragraph. The amounts voted by Parliament for the year 1881, under the following heads, are:—

(a) Head-quarter Staff	...	...	...	...	£2,995
(b) Permanent Artillery Force	...	...	...	...	31,186
(c) Volunteer Militia	...	...	...	...	37,165
(d) Public School Cadet Corps	...	...	...	...	450
(e) Repairs to Military Buildings, lighting lamps, chimney sweeping, &c.	...	...	...	...	1,900
(f) Works and Defence	...	...	...	...	6,706
(g) Special Supply of Warlike Stores	...	...	...	...	2,500
(h) Ordnance Store Department	...	...	...	...	6,521
(i) Naval Brigade...	...	...	...	...	5,815
Total	...	...	...	...	£95,238

The

The Committee consider that an erroneous impression, as to the military expenditure of the Colony, must result from the undermentioned items being included in the military estimates :—

- (1.) Item (*d*) for Public School Cadet Corps (£450) which is chargeable to the estimate for Public Instruction rather than to the military vote.
- (2.) Item (*f*) for Works of Defence (£6,706) which is an amount that will not recur annually.
- (3.) Item (*h*) (£6,521) for the Ordnance Store Department which should be divided between the Military and Civil Branches of that Department.
- (4.) Item (*i*) for the Naval Brigade (£5,815) which is not chargeable to the Military Defences.

If the opinion of the Committee be correct the total of £95,238 is capable of reduction by the sum of £16,221*, being the total of the four items referred to. The balance (£79,017) represents the amount available during the year 1881 for the Military Forces and establishments of the Colony, with a strength of 2,035 officers and men, subject however to savings on account of stoppage of pay, &c., which revert to the public revenue.

*£	
(<i>d</i>)	450
(<i>f</i>)	6,706
(<i>h</i>)	6,521
(<i>i</i>)	5,815
	£16,221

At the request of the Committee Colonel Richardson has prepared an estimate, which will be found in the appendix to this report, of the cost of maintaining forces, inclusive of staff, in conformity with the recommendations of the Committee.

Permanent Artillery	300
Permanent Artillery Reserve	100
Volunteer Militia	1,800
Volunteer Reserve	1,200
	3,400
Total officers and men	3,400

The composition and strength of these Forces are framed in accordance with the views of the majority of the Committee. Colonel Richardson's estimate also includes provision for warlike stores and a school of instruction in addition to the ordinary military expenditure.

The expenditure proposed is subject to reduction as the reserve of trained Artillerymen is being formed, although at the same time there will be an increase in the item for this reserve. Again, should it be decided to establish rifle companies or Volunteer Corps in the country districts due provision will have to be made for them.

Without going into details, which cannot be settled until the Royal Commission have completed their deliberations, the Committee believe that a sum of from £60,000 to £65,000 a year will be found to be sufficient to provide for the military forces and establishments, necessary to be maintained in New South Wales, exclusive of Rifles Companies or Volunteer Corps. The Committee, however, deem it their imperative duty to point out that any reduction in the present rate of pay of the Volunteer Militia could hardly be acceptable or effected, unless to the prejudice of the force, were not a corresponding reduction carried out in the pay of the Volunteer Naval Brigade, which serves under the Volunteer Act of 1867, and performs duties of a less exacting character than those required of the Volunteer Militia.

(l) SPECIAL SUBJECTS.

Federal Regiment of Artillery.—The Committee direct particular attention to the unanimous opinion expressed by the members in favour of the formation of a federal regiment of Artillery. They are aware of the difficulties which will have to be overcome, and the time which must elapse before such an idea can be carried out. They desire to allude to a proposal which has been brought before the Committee by Colonel Anderson, to the effect that a general assembly of the Australian local Forces should take place at some convenient place during Easter week of 1882. It is believed that there would be no difficulty in assembling from five to six thousand men for general manoeuvres. It is scarcely possible to exaggerate on military grounds alone the importance of such a muster, as affording an opportunity for showing the military training and mobility of the several local forces of Her Majesty's Govern-
ments

ments in Australia. The effect of demonstrating the military strength available for the defence of any one Colony attacked is not to be overlooked as a powerful argument in favour of the proposal.

Supply of Ammunition.—The supply of ammunition in time of war is a subject which the Committee consider should not be overlooked by the Royal Commission, and the majority recommend that steps should be taken to purchase a plant for the purpose of making up small arm ammunition. Colonel Downes suggests the establishment of a Central Arsenal for all the Colonies.

Supply and distribution of Water and Ammunition in the field and Ambulances.—The supply and distribution of water and ammunition to troops in the field, and the establishment of ambulances, are matters of the highest importance which should engage the attention of the Colonial military authorities.

Supply of Cannon Powder.—Whilst the supply of small arm ammunition can be readily provided for in the manner indicated, the Committee have not failed to recognize the difficulties attending the supply of cannon powder. The question is, however, of too complex a character to be included in this report.

Commissariat Supplies.—The Committee see no difficulty in arranging for the Commissariat supplies to troops in the field, and consider it unnecessary to make any recommendation on the subject.

(m) ORDNANCE STORE DEPARTMENT.

The Committee in their Progress Report of the 25th March invited the attention of the Royal Commission to the Ordnance Store Department, and are unanimous in recommending its re-organization. At present this department is in no way under the control of the military authorities. In fact if, in time of war, a deficient supply of munitions of war were found to exist, the Commandant could not be held in the slightest degree responsible, inasmuch as the Committee find that supplies are drawn from store without due provision being made for their being replaced. Further, that officer is not furnished with the periodical returns which are absolutely necessary to enable him to recommend to the Government the *replacement* of warlike stores used for reviews, ordinary military training, &c.

The Committee are informed that a Board, designated the "Warlike Stores Board," exists for the ordering of stores; but this Board, whilst it might afford excuses to the military authorities for insufficient supplies, has no responsible functions. The Committee therefore recommend that this department be placed under the control and orders of the Commandant, subject to such instructions as he may receive from time to time from Government, and that when practicable the men of the Permanent Artillery should be utilized for working parties. If these recommendations be adopted a reduction in the expense of the Ordnance Store Department may be anticipated. It, moreover, appears to be unjust to the Military Department that it should be debited with the total cost of a staff, one half of which at least is required for the performance of duties connected with the management and custody of the mercantile explosives.

(n) NAVAL BRIGADE.

Whilst disclaiming any intention to pronounce an opinion on naval matters, and taking into consideration the minutes of the meeting of the Royal Commission held on the 10th of March, the Committee feel bound to report upon the relative position of the Volunteer Naval Brigade, as affecting the rest of the Forces raised and serving under one and the same Act.

The Committee deem it necessary to point out that the present Volunteer Naval Brigade, though composed of a fine body of men, is not established in accordance with the regulations under which it serves, and has practically no place in the defence organization of New South Wales. The Committee find, on referring to Captain Hixson, that the corps has not performed one drill afloat since its formation. As the Volunteer Naval Brigade is established under the Volunteer Act, the Committee fail to perceive that this Volunteer corps is entitled to any distinction over the rest of the Forces serving under the Act; such a procedure is most discouraging to the other Volunteers who are called upon to perform duties greatly in excess of those which qualify a volunteer, belonging to the Naval Brigade, to receive pay.

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The Committee direct attention to a statement, laid before the Commission by the Commandant, showing the number of daylight drills and the continuous training which the Volunteer Militia have to undergo, and the fines and stoppages of pay to which they are subjected for non-attendance. These deductions revert to the public revenue, whilst the Committee are informed by Captain Hixson that any member of the Naval Brigade may absent himself for one month without attending a single parade, and yet receive his minimum pay of £1; and that, although he may be fined ten shillings or more for absence, such fine does not revert to the general revenue, but is placed to the credit of a corps fund. The Committee, therefore, recommend that whatever organization may be adopted, the Naval Brigade should have to comply with the requirements laid down for the Royal Naval Reserve, so far as they may be made applicable to New South Wales. If, owing to local circumstances, this should be found to be impracticable, a corresponding amount of training should be exacted from the Naval Brigade as from the Volunteer Militia; and no man should be enrolled except as provided in the regulations under which the corps was formed.

In conclusion, the Committee briefly recapitulate their opinions and recommendations:—

- (1.) They unanimously recommend the maintenance of a permanent force of Artillery, and the formation of a reserve to be affiliated to it, but they are not agreed as to its organization and constitution.
- (2.) They unanimously advise that subordinate situations in the Government Departments should be given to the men when leaving the Permanent Force, on condition of their joining the Reserve, and provided they are qualified for such employment.
- (3.) If no reserve be formed, they are united in the opinion that 100 additional men should be maintained in the ranks of the Permanent Artillery.
- (4.) The majority (three members) do not recommend the establishment of a Permanent Infantry Force, whilst the minority (two members) suggest a nucleus of 60 to 100 men.
- (5.) The majority (four members) are in favour of continuing the present Volunteer Militia, and of establishing a Volunteer Reserve in connection with it; one member prefers a purely Volunteer Force.
- (6.) The majority approve of the present organization and constitution of the Volunteer Militia, subject to certain modifications.
- (7.) They recommend the maintenance of a force of 3,400 officers and men for the defence of Sydney, Newcastle, Wollongong, &c., to be composed as follows:—

Permanent Artillery	300	
„ „ Reserve	100	
	400	
Militia Field Artillery	50	
Volunteer Reserve	150	
	200	
Militia Garrison Artillery	250	
Volunteer Reserve	200	
	450	
Militia Engineers	60	
Volunteer Reserve	25	
	85	
Militia Torpedo Corps	100	
	100	
Militia Infantry...	1,340	
Volunteer Reserve	825	
	2,165	
Total	3,400	

(8.)

- (8.) The majority of the Committee advise a reduction in the numbers of the Permanent Artillery to a minimum of 200 men, whenever the reserve reaches a strength of 200 men.
- (9.) The Committee favour the establishment of Rifle Companies on a purely Volunteer basis; some members advocate a capitation grant, whilst the others are opposed to any expenditure beyond that necessary for the purchase and maintenance of arms and accoutrements, and the provision of ammunition for annual practice.
- (10.) The majority propose the formation of a Mounted Rifle Corps for Sydney, the minority rely for Cavalry on the Mounted Police of the Colony. One member recommends a regiment of Volunteer Cavalry for the Colony.
- (11.) The Committee are united in retaining the Torpedo Corps, at its present strength of 100 officers and men. Three members wish the corps to be placed on a special footing.
- (12.) The Committee are unanimously of opinion that a high standard of military knowledge should be exacted from officers of the Permanent Artillery; that all officers of the local forces should be required to go through courses of instruction; that a school of instruction should be formed; that a military library and a reading and lecture room should be established; that the procedure in the appointment and promotion of officers should be maintained, subject to increased knowledge being required of them; and that the election of Militia and Volunteer Officers by corps should be abolished.
- (13.) The Committee unanimously recommend the appointment of an Imperial Officer to act as Military Adviser and Inspecting Officer of the Australian Local Forces.
- (14.) The majority recommend that the military expenditure of the Colony be diminished by a reduction in the pay granted to the Volunteer Militia, and in the number of men to be kept in the ranks of the Permanent Artillery, provided a reserve of trained artillerymen is formed. At the same time they advise that provision be made for the expenditure necessary for the reserves of Permanent Artillery and Volunteers, for a school of instruction and instructors, &c.
- (15.) They direct attention to the subjects of forming a federal regiment of artillery, of holding a general camp during Easter week of 1882, of the supply of ammunition during time of war, of the supply and distribution of ammunition and water to troops in the field, and the organization of ambulances, &c.
- (16.) They urge the re-organization of the Ordnance Store Department, and its transfer to the control of the Commandant.
- (17.) They recommend that the Volunteer Naval Brigade be placed on a proper footing, as at present it has no recognized position in the defence organization of New South Wales.

P. H. SCRATCHLEY,
COLONEL R.E.,
Vice-President.

W. A. D. ANDERSON,
COLONEL,
Commanding Local Forces, Victoria.

M. F. DOWNES,
COLONEL, R.A.,
Commanding Local Forces, South Australia.

J. S. RICHARDSON,
COLONEL,
Commanding Local Forces, New South Wales.

C. F. ROBERTS,
COLONEL,
Commanding Artillery Forces, New South Wales.

Sydney, 14 May, 1881.

MILITARY DEFENCES INQUIRY COMMISSION.

MINUTES OF EVIDENCE TAKEN BEFORE MILITARY COMMITTEE.

FRIDAY, 11 MARCH, 1881.

Colonel Major Francis Downes, R.A., examined:—

1. How long have you been in command of the forces in South Australia? Three and a-half years, or rather more.
2. What is your official designation in South Australia, how long have you been in the service, and were you not at one time instructor of a school for volunteer and militia officers? Commanding the local forces. I was the Instructor at the School of Artillery at Woolwich for five years, during which period from 400 to 500 volunteer and militia officers passed through my hands—that is irrespective of the usual garrison instruction.
3. Have you a permanent force at present established in South Australia? Not any actually established, but some money has been voted by Parliament, and I am simply waiting for an order from the Ministry to commence.
4. Do you consider that a permanent or regular force as a nucleus for the rest of the defence force is absolutely necessary? I consider a force of artillery absolutely necessary, and I think it ought to be assisted by a small force of infantry.
5. Or supplemented? Yes, supplemented by a small body of infantry.
6. What do you consider should be the organization and general constitution of such a force? For South Australia I should want as a permanent force one battery; I propose 100 men. I should say there should be a battery of artillery and one small company of infantry. The enrolment should be for five years, subject to re-enrolment for another term of five years with deferred pay, provided the men were of good character; and in order to encourage men coming in for, comparatively speaking, small pay, there should be some rule by which they—and especially non-commissioned officers—should be allowed, if they wished it, the privilege of entering the Government service at the end of their five years or of their term of re-enrolment. The age at which I would enlist men for a permanent force would be 18 to 25, allowing the Commandant the privilege of enlisting discharged soldiers from the Royal Artillery at greater ages if he deemed it expedient.
7. Have you considered in connection with the establishment of a force of the character you describe the formation of a reserve from men who have passed through that force? No, I have not. I think the permanent force that we should deal with in these Colonies for some time to come would be so small that the formation of a reserve from them would be more a reserve of paper strength than anything else. The few that might go into the Government offices would, if they were required, naturally be available. They would be a reserve, but I think their strength would be practically unimportant for some little time.
8. You mean to say that before the men took service in the force the Government should undertake to employ them in the departments after good service of a certain number of years? Yes.
9. Then it would be possible to form a reserve? Those men who received employment should be in a reserve; they would belong to a reserve up to a certain age.
10. Do you think a measure of that kind would be desirable? Yes, but it is not a force I would place much reliance upon yet, as for some time its efficient strength would be small.
11. Assuming, for the sake of argument, that there was a force in existence of 300 men, enrolled for three years, and every year 100 of the men went into a reserve, at the end of five years there would be a force of 300 men in barracks and 500 in reserve, and allowing 20 per cent. for casualties you would be backed by a larger reserve than the force in barracks? Yes, but in this country, from the great number of men going into the interior, many of those on the strength of the reserve might not be available when required. You would have a reserve, but I would not lay much stress upon it.
12. Take the case of the Railway Department. A large number of porters are employed along the railway. Why should not a large percentage of those men be in a reserve? The railways would not be able to spare those men.
13. But when the reserves in England were called out, in the year 1877, 2,000 men or more left the railways? I was not aware of that.
14. The fact is that hundreds of men left their employment, and did so cheerfully; and the idea of those who advocate the formation of a reserve—which appears to some of the Committee a most important point in connection with a permanent force—is that in time of war these railway porters could be replaced at once by substitutes, their duties not being of such a character as to make exceptional abilities necessary? My idea of the source from which the main reserve would be found is the volunteer force. This would be an infantry reserve principally, to be affiliated to the active regiments. As the reserve increased the number of paid volunteers might be somewhat diminished.

Col. M. F.
Downes, R.A.
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- Col. M. F. Downes, R.A.
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15. With reference to the organization and constitution of a permanent or regular force, does your proposal mean the enlistment and enrolment of the men as regular soldiers for a period of not less than five years, with a compulsory extension of service if required for a further period of five years? Not compulsory; I would offer to such men as I deemed advisable the option of re-enlisting for a further term of five years with deferred pay.
16. Explain the meaning of the term "deferred pay," as used by you for the second period of service? I mean this: that in order to induce men to re-enrol for the second period of service, they should receive an increase of pay. This increase of pay is not to be given to the man in the ordinary way, but put to his credit, and paid to him in a lump sum at the conclusion of the second period of his engagement, or to his heirs at his death, unless forfeited by felony or something of that kind.
17. As there is no material difference between the wages paid in the several Colonies, at what rate do you think you could enrol men for service in the force you indicate? In my estimate—which was accepted—I proposed 3s. per diem, in addition to food, clothing, fuel, light, &c.—the ordinary things given to a soldier; but I fancy that men would enrol for 2s. 6d. per diem. The rate of wages in South Australia is higher than elsewhere.
18. At what rate do you consider the total cost per man would be, including pay, allowances, and every thing? £80 per annum, exclusive of officers.
19. Do you consider that this amount could be reduced if at the time of enrolment the Governments of all the Colonies held out the inducement of employment in the Public Service, to be given by seniority, and conditional on good behaviour, education, &c.? I do consider it could be reduced, but I do not think the holding out of such an inducement is a practical thing for the Governments to do. It would cause so much jealousy on the part of the civilian element of each Colony that I think any Government would take exception to filling up certain offices, and I do not think the plan would work. If it did, the result would be that the day would arrive when the permanent force would become highly unpopular and be disbanded.
20. Can you give the Commission any idea of the number of men annually required by the foot Police, Railway, and Post Office departments in South Australia? I cannot; they are ever increasing.
21. Is it wise in your opinion to withdraw men for long service in barracks from the general industries of the Colonies, and do you not consider that if kept in barracks for even five years they would from want of change and relief deteriorate and become more or less unfit to earn their own living on discharge? With reference to the first part of the question, it would not be wise, upon the ground of political economy, but as regards the everyday experience of the world it is shown to be more or less a matter of necessity. Of course we know that every soldier withdrawn from industrial pursuits is so much out of the pocket of the country. With regard to the second part of the question, I think the interior economy of the force should be such that every man should be assisted as far as possible in carrying out any trade in which he may have been occupied before his enrolment, and if he have not learned any particular trade that he should be induced to try and learn. But I am strongly of opinion that the only way by which to really keep up the efficiency, and to prevent men and officers from getting rusty, and belonging too much to the people of one place, is for the various Governments to agree to allow their permanent forces to relieve garrisons with one another. Of course that would necessitate a slight alteration in the Acts of Parliament throughout Australia.
22. Would you recommend that in a permanent or regular force men should be allowed to marry? For the first five years certainly not.
23. Would you enrol married men? No, not as a rule; that, like everything else, is open to exception.
24. Would you propose increased allowances to married men, such as lodgings, if quarters are not available in barracks? I would have no married men living out of barracks; they should live in married quarters under military discipline, and the women would then be useful in washing.
25. For all practical purposes your scheme of organization would be similar to that of the Imperial regular army? Very much so; as far as it could be carried out with colonial rules.
26. Assuming that the Governments of all the Australian Colonies agreed to the formation of a force upon the principle that the men should be enrolled for a certain term of years, on the distinct understanding that they would be given employment after good service during that term of years, would you approve of the formation of such a force for Australia generally? Certainly.
27. Do you not think that if a force similar to what you propose, and on the English Army system, were established in these Colonies, it must inevitably deteriorate, as containing from the very first step of its formation the seeds of deterioration? I think the five years' service is not so long as to disqualify a man from taking up his civil pursuits. I think, however, that any colonial force, from the very circumstance of its being entirely in one place, must be more or less liable to get rusty. But the very fact of making the change I propose, that is, changing the garrisons, if adopted, would tend to counteract that to a great extent.
28. Then, in point of fact, you would advocate the formation of an Australian federal regiment of artillery? Yes, an Australian regiment of artillery. I think that the five years' service is not too long. If you extended it too much you would be apt to deteriorate by getting the old soldier principle. I advocate the formation of an Australian regiment without any great hope of getting it, because I consider it better than the intercolonial permanent forces; but at the same time I would have the intercolonial forces rather than nothing. I do not want to do away with those if you cannot get the other. In order to carry out my system, I think it is absolutely necessary there should be some officer who would be superior to all the local Commandants. That officer—call him Inspector General or whatever you choose—should have the right to inspect the colonial forces of each country and report to the several Governments. He should not interfere with the local Commandants, as regards disposition or anything of that sort, but should war arise he should be the supreme commander of all the Australian forces, and should be the confidential adviser in military matters to each of the Governments in the Australasian Colonies. You would have then the Australian regiment and one supreme head.
29. Assuming that you had not the Australian federal regiment would you still have the head? Yes, anyhow.
30. With regard to the term of service for five years, how long do you consider it would require to form a good artilleryman, and also a good infantry man? I think to make a really good garrison artilleryman, a practically trained man that you could rely upon, it would take from a year to eighteen months at the least. An infantry man ought to be made a good soldier in from nine months to a year. I do not mean only the actual knowledge of drill, but the hundred-and-one things that a man picks up by being daily under discipline, accustomed to do what he is told, to exercise judgment, and at times to be self-dependent. A volunteer artilleryman can be rendered quit fit to take many of the numbers of a gun detachment in three or four months.

31. How long would it take for a field artilleryman? For a field artilleryman, simply to manipulate a field gun, about the time of an infantry man—eight or nine months; but for a field driver to work his horses on service, eighteen months or two years would be required, and then out of every thirty drivers you would not get more than half-a-dozen thoroughly reliable men across broken country.
32. Would you advocate their remaining longer than the time you stated in any force that was formed? Yes.
33. What is the minimum time? Three years—not less than that. Of course when I take five years it is a matter of convenience; one has to name a distinct time. I would have it not less than three nor more than five. I consider the periods for the engagement of a permanent force should be not less than three and not more than five years, except for well trained men of good character who are allowed to enrol.
34. Under what sort of disciplinary code should a permanent force be governed? As far as possible the Discipline Act should be assimilated to that of the English army; but I should strongly recommend great powers to be vested in the hands of the Commandant so as far as possible to do away with the necessity of courts-martial.
35. How would you propose to supply the officers for a force of this description? That is a point of great difficulty. The senior officer in actual command—not the commandant—we will say the captain or major of the battery, should be obtained from England, lent from the Imperial army, for a certain term. The other officers should, if possible, be obtained from the Colony, if fit men—men who would subject themselves to a special course of instruction, or, from being in the service, had previously had that instruction—could be found.
36. Do you mean in any branch of the service? Yes. The very fact that a man has been in the infantry goes a long way towards training him.
37. Are you aware that, as regards the permanent artillery of this Colony, no inducement is held out to officers to make it a profession? No, I am not aware of that.
38. Do you not think that the service would be much benefited if inducements were held out such as obtain in the Imperial Service, namely, half-pay retiring allowance, and pensions in certain cases, to lead officers to look upon it as a permanent profession? Undoubtedly. If you do not offer an officer some strong reason to look upon the army as a profession, and cause him to take an extreme interest in it, he is, being surrounded by business men and business connections, sure to be dropping his military profession and more or less playing with commercial matters.
39. Do you not think that if an officer had these inducements it would have a very marked effect on discipline and efficiency? Certainly.
40. With regard to the deferred pay you mentioned, you would not grant it until the second term of service? No. Five years' pay, at 2s. 6d. per day we will say, and increased pay of 6d. per day extra to men who would re-enrol after five years.
41. Do you not think that a proportion of married men would be advisable? Yes, if you have quarters into which you can put them; but on no account if any have to live outside in lodgings, as the wives and families are liable to the worst of deterioration.
42. Would you subject officers on appointment to an entrance examination? No, not on appointment, because I consider they have no means of obtaining the knowledge; but I would give probationary commissions, and at the end of twelve or eighteen months—whatever time may be decided upon—the officers should be subjected to a *bona fide* examination on their branch of artillery or infantry. If they did not pass that their commissions should be forfeited.
43. In the interchange of forces would the New South Wales force, for instance, go to the next Colony, or wherever it was ordered to, under the immediate command of its own officers? They would take their own regimental officers; and their final Court of Appeal, in case of redress being required, would be the Inspector-General, whom I look upon as one who would have the supreme control of the Australian forces.
44. In estimating the number of artillery, would you frame it on any particular number per gun as an absolute requirement? You must to a certain extent take the number of guns into account, but you must also take into account the fact that all the guns in a fort cannot be brought into action at one time, and therefore every Colony must estimate for itself.
45. But in estimating you would take a rough average per gun? Yes—suppose twenty guns could be brought into action at one time, they would require so many artillerymen, but not the full detachment permanent artillery, because I should always depend on a certain number of volunteer artillery or infantry to do unimportant parts of the work. Take a certain number of guns, and allow a certain number of men; then allow in addition to that a reserve for other purposes. If I wanted 200 men to be on the guns that could be placed in action at one time, then I should require fifty or sixty additional men to fill up casualties.
46. Roughly estimating a detachment for each gun at 12 men—what proportion of that number would you consider it necessary to have permanently enrolled as regular artillerymen? From three-fifths to four-fifths of each detachment should be regular artillerymen. I do not intend by stating this proportion to intimate that it is for the actual fighting of such guns, but merely as a basis upon which to determine the total strength of permanent artillery to be maintained. I am of opinion that actually to fight each gun in action one half the detachment might consist of permanent artillery, the other half, if well trained, of volunteer artillery. The balance of the permanent artillery would be required in many other places where guns might have, and would most likely have, to come into action—in the magazines, the shell and cartridge rooms, and to fill up casualties, &c.
47. In making this computation are you taking any credit for volunteer or militia artillery? Yes, those are the very men I am taking credit for. I should make up my numbers from volunteer artillerymen. One-fifth to a fourth would be volunteer artillerymen, provided you had them, and if you had not you would take the infantry. This is reckoning on basis in reply to question 44.
48. Then you consider it is absolutely essential to have four-fifths of the number of men in each detachment of a gun regular artillerymen? For heavy rifled guns certainly, from $\frac{3}{4}$ ths to $\frac{4}{5}$ ths, but with smaller guns quite half might be well-trained volunteer artillery.*
49. Taking a 10-inch gun, how many men would you require? Fourteen or fifteen, and of those nine or ten would be regular artillerymen.
50. So that the proportion of the volunteer artillery to the regular artillery would be as one to five? Yes—one to four or one to five for such guns, namely 10-inch.
51. Would there be any objection to the proportion of regular artillerymen being made up of men in actual

* Say $\frac{3}{4}$ ths permanent artillery and $\frac{1}{4}$ ths from reserve and volunteer garrison artillery.

- Col. M. F. Downes, R.A.
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- actual service and reserve men who have been trained? Certainly not; reserve men would be *bona fide* regular artillerymen.
52. What proportion of trained gunners and drivers would you recommend in a field-battery? The drivers should all be trained, and from a third to a half of the gunners should be regularly trained.
53. In the case of a volunteer field-battery, do you consider it necessary that the drivers should be taken from the regular artillery, or would it be possible to train volunteer field-artillerymen to act as drivers? In Australia, which, as far as my knowledge goes, is, comparatively speaking, where you can move at all, a smooth country, with no hedges and ditches, or walls to break down and jump your horses and guns over, I think that as a rule the field guns could be driven by the volunteer field artillery. I think volunteers could with steady horses bring their guns up to any position which might be required in this country. If you were in the presence of any enemy, moving over a country like those of Europe, or like India, where there are ravines and difficult driving, then the drivers must be thoroughly trained men.
54. Then assuming that the volunteer field artilleryman would make a good driver, would you consider it necessary that he should be specially instructed by association possibly with a permanent field artillery battery that might be established? Undoubtedly, if opportunity offered, in order to give him knowledge of his harness; that is where he would fail most. He should be instructed so as to get a thorough knowledge of his harness and a knowledge of his horses.
55. And as to the actual driving? For that he could be trained in his own volunteer battery.
56. In your opinion he would require to be more highly trained than his brother soldiers? Yes.
57. Would you recommend the keeping of any horses permanently for the use of the artillery, but which might be used also for other Government purposes? Certainly, if used for other Government purposes, otherwise the expense would be against it. I think if it were possible to keep twenty or thirty horses and use them for other Government purposes it would be a great saving of expense. I should like to say, with reference to a former question, that one reason why I consider a permanent force most particularly necessary is, that in my mind the weak point of a volunteer force must be necessarily in the officers and the non-commissioned officers, from want of means by which they could have real instruction. Having a permanent force, you have at hand a trained body of men who are always ready for any service that is required, and having them you are able to form a school of instruction to which officers and non-commissioned officers should be sent for a certain period regularly to qualify themselves for their duties. I think that is one of the strongest reasons for having a permanent force in this Colony. In the volunteers you cannot lay your hands on men to instruct officers.
58. What do you think the probable cost would be of a small school of gunnery for our requirements? From three to four hundred pounds per annum at the outside.
59. For how long would it be necessary for an artillery officer and a non-commissioned officer to attend this school of instruction? I can only answer that by telling you the practice in England. Here you must adapt yourself to the necessities of the case, to the business employments of your officers. In England an artillery officer has to attend a school for two months. He may attend one month in 1881 and one month in 1882; and at the end of the two months, if he does not get his certificate, he is done for—he gets no promotion. The infantry man has to attend a school for one month, and in his case also, if he does not get his certificate, he has to go. Here you could not apply such a severe test as that. You would have to be content with a week this time and a week at another time.
60. Then you think that to a certain extent a week's training in camp meets the purpose of these schools? No; though camp training is of immense utility to the force.
61. But it would not entirely meet the training in a school of instruction? No; the training school should be theoretical as well as practical. There are many things that you would do at school which you would not do in camp; but at the same time I consider the camp of immense importance.

MONDAY, 14 MARCH, 1881.

Colonel Major Francis Downes, R.A., further examined:—

- Col. M. F. Downes, R.A.
14 Mar., 1881.
62. You have heard what Colonel Richardson has said with reference to the supply of officers for the permanent force: are you of opinion that they should be induced to leave the Imperial Service and take service with the colonial force, or do you think that the better plan would be to obtain the loan of them from the Imperial authorities? I see the full strength of Colonel Richardson's objections to getting them on loan, though I think the force would be better officered provided they were obtained on loan. Taking Colonel Richardson's objection into account, namely, that difficulties might arise between the officers so lent and the Commandant of the whole force, it might perhaps be desirable to adopt his plan—to try and induce officers to leave the Imperial service for the Colonial service. This, however, would become more expensive, and very great care would have to be taken in the selection of officers to serve; otherwise you might have men whom you would be only too glad to get rid of when it was too late. With regard to Colonel Richardson's suggestion that some of these officers should be sent periodically to England, to work up their knowledge of artillery matters to the present date, it is undoubtedly very good, but would be very expensive.

Colonel Major Francis Downes, R.A., further examined:—

- Col. M. F. Downes, R.A.
14 Mar., 1881.
63. Are you in favour of a purely volunteer force on the English model, or of a volunteer paid force? I am in favour of a combination of both; a paid force to take the place of the English regulars, and an unpaid force to take the place of the English volunteers.
64. Do you think it expedient to call men receiving pay volunteers? I make the distinction—volunteers paid and unpaid. The term "volunteer" has got into use; it may not be the best, but I am always against changing terms that have a well-known acceptation.
65. Will you explain in detail the system in force in South Australia? In the first instance there is a paid volunteer force enrolled under a special Act, each man being enrolled for a term of three years, and discipline being maintained by certain rules and regulations made under the provisions of such Act. In the event of being called out for active service on account of liability to invasion from a foreign enemy, or from rebellion, the whole of this force will come under the Army Discipline Act, with the exception of exemption from corporal punishment and loss of life or limb. There is likewise a stringent regulation by which any man who neglects to turn out for service is liable to a penalty of £50 or forty-

forty-two days imprisonment. A reserve force may likewise be formed, from all men and officers who have completed a term of three years' service in the volunteer force. The officers are in the first instance appointed upon the recommendation of the Commandant. The non-commissioned officers are appointed by the Commandant, on the recommendation of the officers commanding corps and companies. The men on first joining must have twenty recruit drills before entering the ranks or being supplied with arms or clothing. The regulations allow the Commandant to parade the infantry thirty-six whole or seventy-two half days in the course of the year; the artillery, forty-eight whole days or ninety-six half-days in the year. In the first year of the formation of the force there was an average attendance of fifty drills in the year; now, as the men are more trained, the average number of drills, exclusive of class firing, and exclusive of voluntary drills instituted by commanding officers for various purposes, would be about thirty per annum. There is no provision whatever for continuous training; continuous training could not be carried out without a special vote from Parliament. Discipline is preserved by a system of fines or imprisonment. The charge has simply to be proved, and a magistrate has no option but to convict and pass the punishment according to the rules and regulations for the particular breach of discipline upon which the volunteer is arraigned. Any officer in command of a party has the power to order a volunteer summarily to twenty-four hours' arrest in a guard-house officially appointed for such purpose by the Governor in Council. The Commandant can at any time reduce a non-commissioned officer to the ranks, or dismiss any member of the force, or recommend the withdrawal of the officer's commission. All paid drills are daylight drills; voluntary drills only are sometimes carried on by moonlight. The paid volunteers are practically all concentrated in Adelaide. In addition to the above force, during the last two years, a force answering almost entirely to that of the English volunteers has been instituted, under the name of rifle companies of the South Australian National Rifle Association. The formation of the rifle companies is thus:—Any twenty or more men may form themselves into a company in any part of the Colony and are so gazetted by the Inspecting Officer. They can elect their own officers, subject to the approval of the Governor in Council. An inspecting officer is appointed under Act of Parliament, to be the medium of communication between the rifle companies and the Government. This inspecting officer naturally is the Commandant. Men of the rifle companies receive from Government, under certain conditions to be mentioned hereafter, a Martini-Henry rifle on loan, also 100 rounds of ammunition per annum. The conditions are that they should drill ten drills per annum; that they should, independently of the drills, go through the regulation musketry course of class firing; that they should provide their own uniform, and that in the event of probability of invasion or rebellion, they should turn out for active service. They would then, like the paid volunteers, be under the immediate orders of the Commandant, and likewise under the Army Discipline Act, similarly to the paid volunteers. Any member of the rifle companies when called out for active service neglecting to come is liable to a penalty of £50 and imprisonment for three months. Each company has to turn out for inspection by the inspecting officer twice a year in its own district; and any member absent from such inspection is liable to a fine not exceeding £5, unless the reasons for his being absent are satisfactory to the inspecting officer. The Association is governed by a Council of nine members, the inspecting officer being an additional member of the Council *ex officio*. The Council is elected annually by a meeting of delegates, one from each company, convened by the inspecting officer. This Council has the power to make rules for the discipline and interior economy of all the rifle companies. These rules, upon being confirmed by the President, pass through the hands of the inspecting officer, by whom they are recommended or otherwise for confirmation by the Executive Council. They are published in the Gazette and become law. The Governor in Council has the power to make regulations for the better government of this force, and has the power to cancel or annul any rule passed by the Council, to dissolve any company, to dismiss any officer, or to dissolve the whole Association if need be. This force first came into existence early in 1879, and companies were formed from 200 miles to the north to 250 miles to the south of Adelaide—all over the province, especially at the principal seaports. At the end of the first year the total strength of the Association numbered nearly 500 men—that is, on the 31st December, 1879. At the end of the second year, 31st December 1880, fourteen additional companies had been formed, and there was an increase to the strength of the Association of 360 men, making its total strength upwards of 800 men. At the time of my leaving Adelaide two extra large companies had been formed, and some forty new members had joined in addition. These men are all to a certain extent trained, and have all learned a considerable amount of discipline. The number of drills compulsory by the Act is ten per annum. The average number of drills that each man does during the year is upwards of twenty, exclusive of class firing. At the present time there is no system of examination for officers—the force is too young, but in the course of time officers will doubtless be examined, and the Inspecting Officer has the power through Government of compulsorily getting rid of any officer who shows that he has not been making the best of his opportunities to gain a certain amount of military duties. The force is very popular, and I believe is tending to a very great extent to develop a martial spirit of defence, not offence, throughout the whole of the Colony. It will eventually induce the youth of the Colony to enter its ranks largely, and it is doing a considerable amount of moral good in many of the up-country townships. Where men had nothing on earth to do in their leisure hours but frequent public-houses they now take their rifle to the practice ground. *However popular this force may become it should never be considered otherwise than as an auxiliary to the paid volunteer force, who from their better opportunities of training, from their being associated together in larger numbers, and from their always being under the eye of the Commandant and experienced officers, answer the purpose of the regular force of the Colony.* There is no doubt whatever, apart from all moral good, apart from the benefit to the community at large, that this force as now described, if really kept up to the mark, would be a most useful auxiliary in the case of invasion, particularly as the majority of its numbers are far better rifle shots than the majority of the paid volunteers, owing to their being men of more independent means—farmers, and others following country pursuits—thus having much more time to practice rifle-shooting. I may mention, to show how much rifle-shooting is practiced by this force, that during the year 1880 I paid to the South Australian Government upwards of £1,300 for rifle ammunition purchased, of which sum about £1,000 was contributed by members of rifle companies. I have omitted to mention that the Government provides targets for each company, and grants to the rifle companies £200 per annum for prize money. This amount is in addition to the £300 per annum granted for a similar purpose to the paid volunteer force. Independent of this, each member of a rifle company only costs Government 10s. per annum. I think, however, it is possible—and I would advocate it—that a capitation grant of £1 10s. per annum may be given to effectives, under conditions somewhat similar to those which obtain with the home volunteers. Each member of a

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Col. M. F. rifle company takes an oath of allegiance, but can resign at any time after having given three months' notice.
Downes, R. A. The Council can expel any member for misconduct, but in such a case three weeks are allowed for appeal
14 Mar., 1881. to the Governor in Council. To the general fund under the management of the Council every member has to subscribe 10s. annually, and to their own company fund a similar amount.

TUESDAY, 15 MARCH, 1881.

Colonel Major Francis Downes, R.A., further examined:—

Col. M. F. 66. Would you state your views with regard to the composition and strength of the field force required to
Downes, R.A. resist attacks by land? Before giving my views as to the actual strength required I must give some
15 Mar., 1881. reasons, or rather my opinions, upon what I consider are the dangers to which Sydney is exposed from the attack of land forces. There are only two nations by which Australia is in any way likely to be attacked, namely France and Russia. The former will have her base of operations at Saigon, the latter at Vladivostock and other ports in the same seas. I have observed in the papers during the last two or three years that Russia has been largely augmenting her powers of attack both as regards men and ships in these seas. We know for certain that during the last twelve or eighteen months, ostensibly in order to be prepared for hostilities with China, she has been sending out to her naval stations in the Pacific vessels which have been purposely made to accommodate from 1,000 to 1,200 men, with steam power calculated to give considerable speed. I see also that quite recently the Russian Government are undertaking to form what is called a Pacific Commercial Steam Company, somewhat similar to a company of like nature in the Black Sea. These steamers are to go at the rate of sixteen knots per hour, they are to be constructed so that if necessary they can carry heavy guns; naturally they will carry a large number of men, and they are built of steel. Likewise I believe, from information that one has been enabled to gather, that Russia has for some years past, and especially during the last two or three years, endeavoured in every way to get military and naval settlers in considerable numbers on these settlements in the China Seas. With such means at her command, Russia, in the event of war, will be able to prepare with her usual secrecy, and schemes fully worked out beforehand, a powerful force to attack these Colonies; and in my opinion our first intimation of such an attack, after declaration of war, would be by the arrival of such a force on our shores. I therefore am strongly of opinion that the forces of these Colonies must be prepared at any instant to meet a serious attack, and I apply this more particularly to Sydney, a position of such immense value, and one from which an enemy would gain in money and in other ways such great advantages. I assume, therefore, that the force despatched to make such a land attack would consist of from 2,000 to 3,000 thoroughly trained men—probably the latter number would be more correct. The numbers would be made up principally of infantry and partially of naval brigade, and they would probably have, and be able to land with them, not more than from six to eight guns. From this I propose the least numbers that I consider should be at command to meet such an attack. At Sydney and in its immediate proximity I should propose a force to consist of 3,000 paid volunteers, 100 cavalry (mounted rifles), an engineer corps of 100, and 210, or three batteries of field artillery, each battery to be composed of six guns. I am aware that this proportion of artillery is far in excess of the ordinary proportion as ruled in European armies. The reasons why artillery has to be reduced in continental armies are many, but will not apply to the particular instances that are met with here. The field force will not be required to march any great distance, and the ground is pretty open, and it will therefore be no great disadvantage to encumber the roads by more than the ordinary allowance of artillery, and the moral strength gained by having this additional number of guns will far more than compensate for the very slight disadvantage that in this case would be found by the extra number of carriages. Further, as regards the increased amount of artillery that I wish for, as there is no establishment of horses to be kept up, the consequent expense will be no greater than the actual supply of the guns and equipment. I do not consider that these 3,000 infantry would be of themselves sufficient to meet an equal or nearly equal number of the thoroughly trained and disciplined troops that would be brought against them; but if a purely volunteer force, such as rifle companies, are instituted, a considerable number of these might be brought to their aid before action took place. Newcastle, likewise, has to be considered, but I am not in a position, from want of knowledge of the locality, to state what attack would have to be met in that particular place—I understand that the fort to be erected will effectually prevent a landing. The question will naturally be asked, "Do you take no account of the English navy?" In reply to this, I should say that such vessels of the English navy as might be on the coast would in all probability be drawn away either by false rumour or by false attack made upon some other point of the Colonies, or looking after cruisers. I do not propose to have paid volunteers anywhere but in Sydney or its proximity, for I do not consider that the full value of the money spent would be gained unless the paid volunteers are immediately under the eye of the Commandant.

67. Taking the lowest average cost of the present paid volunteer force here, have you taken into consideration the annual cost of the volunteer force you recommend, irrespective of all outside expenditure? No, because I consider the force here costs far more than it ought to do. I believe a paid volunteer force is to be obtained at a very greatly decreased expenditure. A paid volunteer force might be kept up, as regards the actual pay, at (I should say) from £5 to £6 per man per annum. That is not including camp of instruction.

68. Will you favour the Commission with details as to how a paid volunteer force could be obtained, not to cost more than £6 per man for pay annually? I can only state my own experience. I get now an average of thirty daylight drills per annum, and those drills are paid for per man or private at 2s 6d. a drill. Thirty half-crowns are £3 15s. There will be some few drills for which the men get a whole day's pay, and that will increase the amount to from £5 to £6. The men receive a suit of clothing, which has to last three years. The contract price for this clothing, taking infantry, artillery, and cavalry together, averages £3. The clothing lasting 3 years or £1 per annum. The officers receive rates of pay far below what are given in Sydney. A captain, for instance, receives 5s. for each half-day, or 10s. for a whole day's drill.

69. What would be the total cost per man per annum, including all expenses but equipment, of a force of 3,500 men of all arms? The cost of that force as regards pay and clothing, allowing that the clothing lasts for three years, would be, in round numbers, £23,000 per annum or £6 10s. per man; say from £23,000 to £24,000 to bring in the officers. That is as regards the pay and clothing.

70. Would you add the cost of instruction and staff? I think the instruction and the staff would amply be covered by another £4,000; making a total of £27,000, or, to allow a still greater margin, £28,000 or £8 per man.

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71. Assuming that these men went into camp for six days' continuous training in the year, what do you estimate roughly would be the total cost? In the first place, attaching the great importance I do to continuous training in the camp of instruction, I think, with the volunteer element, it is a decided mistake to make that training compulsory. Many men cannot go into camp, however willing, without great sacrifice; if it were made voluntary, from the known spirit of these volunteers, every man who fairly could do so would be sure to go, and by taking Easter-time or Christmas-time, or some other time of holiday, the camp might be so formed as to take men for only one or two days away from their occupations. I therefore would not propose extra pay while in camp, except sufficient to cover the expense of rationing, fuel, &c., whatever that might be—as stated by Colonel Anderson, half a crown per diem per man, exclusive of pay, which would be 5s. per diem.

72. Then, assuming that 2,000 men attended the camp for six days, the cost would be £4,500? Yes, but I think five days would be sufficient, as it is necessary to consult economy.

THURSDAY, 17 MARCH, 1881.

Colonel Major Francis Downes, R.A., further examined:—

73 Will you state what strength you recommend for the working of the guns in the coast defences provided at Sydney, Botany Bay, and Newcastle, including the garrisons to man the defensive works in case of attack? Before I enter into any definite statement, I wish to say that as regards Newcastle, from want of knowledge of the locality, I cannot give any particular numbers. But the defence of Newcastle I consider one of most paramount importance, not only to New South Wales, but to the whole group of Australian Colonies, as from thence an enemy could obtain most ample supplies of coal. I should, therefore, say no further about Newcastle than that I should recommend a force—purely volunteer—to be raised there in addition to some permanent artillery, and, if it is in contemplation to do so, a railway completed from Sydney to Newcastle. The defence of Botany Bay I consider can be taken generally with that of Sydney. The principle upon which I base my numbers of men required is the number of guns which might be in action at any one time, or likely to be called into action as an enemy advances closer. Reckoning these, exclusive of Botany Bay—for I do not think there is the slightest probability of a serious attack by land and by sea being contemplated at the same time, though an attack by land would probably be accompanied by a false attack by sea on the batteries, or *vice versa*—I assume that twenty-eight guns might be in action, or are so situated that men should be handy to fight them at any instant. Going upon the number I have already laid down, that a basis should be formed by taking from three-fifths to four-fifths of the detachments from the permanent artillery, I recommend for the permanent artillery a force of 200 men, to be supplemented by two well-trained batteries of volunteer garrison artillery. For infantry to man the defences actually guarding these batteries, it appears to me there should be at the Middle Head 100 infantry; at the redoubt, which I understand is in contemplation near George's Head, fifty infantry; at the South Head, fifty infantry. These men, I consider, might all be taken from the numbers I have advised for the field force; and further, as I have already stated, I do not consider it possible that so great a naval flotilla could be assembled as at the same time to attack the harbour defences of Sydney and also to land a field force at Botany Bay or elsewhere. The numbers that I have now advised as a minimum garrison for these defences could be largely supplemented by the other infantry in the hands of the Commandant. As regards the torpedo force, I recommend from eighty to 100 men, paid volunteers. As regards the Naval Brigade, I propose, unless gun-boats and torpedo-boats are provided, to abolish it altogether, with the exception of some few real seamen, who might be employed for the purpose of rowing guard-boats, they likewise being paid volunteers. In estimating the strength for the permanent artillery, I have put it at what I consider the very lowest rate, in order to economise expenditure as much as possible, and also bearing in mind that as probably a reserve will be formed from the artillery force, in the course of at least twelve months there will be some men from that source available to assist in the manning of the batteries.

Col. M. F.
Downes, R.A.
17 Mar., 1881.

FRIDAY, 18 MARCH, 1881.

Colonel Major Francis Downes, R.A., further examined.

74. Will you state your views on the subject of the system of examination which you recommend should be adopted for appointments and promotions in the military forces of the Australian Colonies—first, under the head of permanent force; secondly, volunteer force? As regards the officers of the permanent force, who may be selected locally, I think their commissions should be, in the first place, probationary, and that afterwards they should be examined both theoretically and practically, laying particular stress upon the latter in all matters connected with the artillery of the fortifications. They should possess a knowledge of reconnaissance and of field fortification, and they should be able to drill their men in company and carbine drill. With regard to volunteer officers, I should prefer them rising on a regular gradation from the ranks, provided they are such men, socially and educationally, that the Commandant may consider qualified to hold commissions. Before receiving their commissions these candidates should pass an examination, or rather should show that they are able to drill and instruct a company of infantry, and that they have a theoretical knowledge of the principles of extended order, of the duties of advance and rear guards, and infantry outposts. Before further promotion to the rank of captain they should have been taught and be examined in elementary reconnaissance, field fortification, and elementary tactics. They should likewise show that they are able to drill a battalion and thoroughly understand the principles of the present system of fighting in the field. I consider that the only way of imparting such instruction, both to officers of the permanent force and of the volunteer force, is by means of having a school of instruction at which such officers could go for such periods of training as may be found convenient, under the superintendence and teaching of an officer specially attached to conduct the education given in this school.*

Col. M. F.
Downes, R.A.
18 Mar., 1881.

Colonel

* Reason for not wishing to enforce higher standard of examination in the case of Volunteer Officers.—My reason is this, that I consider the examination that these officers have to pass, as explained by Colonel Richardson, to be quite as much as can be expected from men who have their ordinary business avocations to pursue. I have a great aversion to put on paper an order which cannot be carried out in practice, and such, I think, would be the case if the syllabus of examination for Volunteer Officers were made stiffer than at present. Probably some might be encouraged to go further, but it is as much as the majority can be expected to do.

Colonel Major Francis Downes, R.A., further examined :—

Col. M. F. Downes, R.A. 75. What are the various rates of pay for the several ranks, and what amount of work is got out of the force in South Australia for the pay? The principle upon which pay is given is simply this: no work, no pay; whatever work is to be done is paid for, so that as long as I do not exceed the number of days' drill which I am authorized to exact by Act of Parliament, the work done by the force depends entirely upon the orders I may think it judicious to give as regards calling them out for purposes of training. By the Act of Parliament pay is allotted at a daily rate. In order to earn a full day's pay the drill must be five hours or upwards; to earn half a day's pay the drill must be not less than two hours and not exceeding four hours. On the first formation of the force their average attendance for the year was from forty-five to fifty half-days. The force having now been in existence for nearly four years, and as the men are enrolled for three years, and having now acquired a certain amount of training, I have, so as not to be too rigorous and create disgust by taking up all their half-holidays, decreased the number of drills per annum to about thirty, this being exclusive of class attendance for class-firing, and two holidays entirely taken up for field days. The daily rates of pay are as follows :—Lieut.-Colonel, 15s.; major, 12s. 6d.; captain, 10s.; lieutenant, 9s.; sergeant, 10s.; sergeant-major, 8s.; sergeant, 7s. 6d.; corporal, 6s. 6d.; private, 5s.; drummer, 5s. The rates of pay for artillery are on the average for each rank 1s. per diem in addition. If a volunteer officer or trooper has to turn out mounted he receives in addition, to cover the expense of the horse, the sum of 6s. daily rate, or 3s. for the half-day that this horse is used at drill. In the event of a parade being ordered, if a man is absent without leave, he not only loses the pay to which he would have been entitled if he had been present, but is also fined a sum equivalent thereto, which is returned to the Government; also, if a man is absent from five consecutive drills without leave, he is liable to a fine not exceeding £5, or ten days' imprisonment.

76. In calculating the number of hours necessary to complete the half day or full day, at what time do you commence to make your calculation? From the time the parade is ordered until the men are broken off.

77. Then, in the force under your command, a man volunteering for mounted duty does not volunteer the services of his horse—that is, if he belongs to the cavalry he receives pay at the rate of 6s. per day for his horse extra to the allowance for himself? Yes, at 6s. for the day that the horse is absolutely used at drill.

78. You informed the Committee that the volunteers under your command are enrolled for three years: would you state how you provide for their release from service under the indispensable necessities connected with private life? I never allow resignations. When a man is once enrolled for three years I keep him to his colours; but, as must happen frequently in a new country, a man from want of occupation, or from his ordinary occupation failing at Adelaide, or other private reasons, may require to seek work elsewhere. If only for a short time, such as three or four months, he has to return his rifle and gets leave; if, however, the time is longer than that, or apparently indefinite, he brings his uniform accoutrements, &c., to the staff office, where they are labelled and put aside, and he pays the sum of £1, which is returned to him on his rejoining, and he is put on permanent leave. I have instituted this method so that, in the event of a turn-out for service, I could recall to the ranks all the men who have left Adelaide in this manner. The number of men we have on permanent leave varies from eighty to 100. Many men who in the first instance went away for an indefinite period have returned to Adelaide, and have reported themselves, rejoined their companies, and their money has been returned to them.

79. Do you consider that the regulations under which your volunteer force is serving in South Australia are too stringent, and what is the number of men who re-enrolled after three years' service? I do not; on the contrary, I believe that the stringency of the rules adds greatly to the efficiency and discipline of the force. At the same time if this power, which is a far greater power than an officer in a similar position in the English army would hold, were put into the hands of a commanding officer who used them indiscreetly, they might cause disgust. In answer to the latter part of the question, I can give, not in exact figures but approximately very close, the numbers of men who re-enrolled from those whose time expired during the year 1880. The number in 1880 whose time expired, or who had finished their service of three years, was about 400; of this number, all excepting seventy-two, re-enrolled into the volunteer force or into the reserve force for a further period of three years. During the same year over 360 recruits joined.

TUESDAY, 22 MARCH, 1881.

Colonel Major Francis Downes, R.A., further examined :—

Col. M. F. Downes, R.A. 80. Do you think the permanent artillery should have charge of the maintenance of warlike stores? Yes, entire charge of those allotted for immediate service of the batteries. The Commandant of the forces should be held entirely responsible for the maintenance of proper reserves of warlike stores,—in fact, the whole Ordnance Store Department, as it at present exists, should be placed under him.

81. Do you think it would be wise to reduce the strength of the permanent artillery below 300 officers and men at the present time? I think that, provided there are from 200 to 300 men (paid volunteers), garrison artillerymen, thoroughly well trained, the permanent force might be reduced to from 200 to 250, exclusive of officers; provided also that the reserve from the above force could be maintained; taking the wants of Newcastle and Botany Bay into consideration, I would not reduce the present force unless a certain number of that force were prepared to pass into the reserve, so as to make up the total number of the permanent force, plus the reserve, equal to 300 non-commissioned officers and men.

82. By the paid system do you not limit the number of men who are anxious to join the volunteer force, especially in the country? I advocate the paid system of volunteers for Sydney and its immediate proximity only; I advocate the formation of a purely volunteer force throughout the whole country.

83. Do you consider it advisable to extend the system of drilling boys in the public schools of the Colony? I think it most desirable that boys in the public schools of the Colony should be trained by a certain amount of drill; provided that the drill is taken out of the time allotted to school hours, and not taken out of the time given to recreation. In the one case the boys will like the drill as an agreeable change; in the other case, they will resent it as an interference with their lawful play-hours.

84. What should be the duties and term of office of the Imperial officer you recommend should be engaged by the Australian Colonies? I think his duties should be primarily to act as military adviser to all the colonial Governments through whom he has been engaged; that he should have the power of inspecting the colonial

colonial forces at least once, and possibly twice a year if thought advisable by the respective Governments; that he should consult and advise the colonial Governments especially upon the numbers and quantities of warlike stores to be kept in reserve; that he should, in conjunction with the Commandant of the local forces, draw up and prepare general schemes to resist attack; that beyond his power and right to inspect the forces of each Colony, he should not in time of peace interfere in any way whatever with the local Commandant, unless directly asked to do so by the local Government; that in time of war he should have supreme command of the forces of all the Colonies which concur in his appointment. I think the term of office should be not less than five years—the ordinary period for staff employment. Similarly to the ordinary conditions of staff employment, such term could be renewed if the Governments by whom such officer was employed were agreeable to do so. I further add that I think it desirable that general schemes for examinations of officers, schools of instruction, &c., should be submitted to him for his consideration and advice. Lastly, that he should constitute a final court of appeal in the event of differences arising between Commandants and their officers.

Col. M. F.
Downes, R.A.
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85. Do you think the permanent artillery force should have charge of the maintenance of the coast defences? Yes; I think it would be better to put them in entire charge, as there will be amongst such a body of men a certain number of artificers, who could repair damages, &c., at a cheaper rate than if done by contract.

86. What do you consider should be the number of officers in the permanent force, consisting (say) of three batteries? I would prefer to leave the actual number for the Commandant of the forces to settle, but in consequence of the dispersion of the batteries, the number would necessarily be larger than as a general rule would be required in other places.

THURSDAY, 24 MARCH, 1881.

Colonel Major Francis Downes, R.A., further examined:—

87. Do you think that a reduction in the annual military expenditure could be effected, having due regard to the efficiency of the military force, and without material injury to the service? Yes.

Col. M. F.
Downes, R.A.
24 Mar., 1881.

FRIDAY, 25 MARCH, 1881.

Colonel Major Francis Downes, R.A., further examined:—

88. What is your opinion of the annual expenditure necessary for the maintenance of a defence organization suitable for the requirements of New South Wales? The force that I have proposed could, I estimate, be maintained for an annual expense of £65,000 per annum; this is exclusive of any permanent infantry forces, viz. :—

Col. M. F.
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Permanent Force	£18,000
Field Force	28,000
Staff—Instruction, &c., &c.	4,000
* For maintenance of warlike stores, per annum	5,000
Margin for extras, camp, &c.	... ..	10,000
		<u>£65,000</u>

MONDAY, 28 MARCH, 1881.

Colonel Major Francis Downes, R.A., further examined:—

89. Can you state what Acts relating to the military forces were in existence in South Australia before you took command of the local forces in that Colony; also what modifications you have considered necessary to make in those Acts? There is a Militia Act still in force, but which has never been acted upon, and there is a Volunteer Act of 1865, which is the basis of the present volunteer paid force. Rules and regulations were framed, founded upon this Act, before my arrival. A few of the rules were changed on my recommendation, and a few additional ones added. The Rifle Companies Act and Permanent Force Act were prepared by me.

Col. M. F.
Downes, R.A.
28 Mar., 1881.

90. Why do you consider that the field force reserve should receive pay? My reasons for recommending that a small pay should be given to the field force reserve are—1st. I consider the formation of a reserve to be very important. 2nd. Unless a gratuity is given to a man enrolling in the reserve and a small annual pay guaranteed, I think that comparatively few men would join. This pay being given annually in arrears would ensure the men in the reserve keeping the authorities cognizant of their address, and render them less likely to leave the reserve. 3rd. They would be more likely to attend the especial drills ordered for the reserve if they knew that pay was attached to them.

91. What system is in force in the Colony of South Australia in regard to the drilling of boys in the Government Public Schools? Briefly it is as follows:—All schoolmasters have to obtain a certificate of proficiency

* I assume that there is sufficient reserve in hand, and estimate £5,000 will be an adequate annual sum to replace expenditure caused by infantry and artillery practice, and wear and tear.

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proficiency of drill at the Training College, Adelaide. At every school all boys are instructed in drill; this instruction is given in the school hours, not during the recreation time, and consequently is popular with the boys. The head of the Training College periodically inspects the schools as regards progress in drill and capacity of schoolmaster to teach. Most of the private schools give instruction in drill.

92. What number of rounds should be held in reserve for the 9-inch and 10-inch M. L. R. guns, the 80-pounder guns and 16-pounder guns—assuming 100 per gun in artillery charge? As in the event of a war in which Australia was likely to be attacked, it may be assumed that, even if the ocean highways were not blocked, the resources of England would be so strained for her own immediate wants that there would be great difficulty, if not impossibility, in obtaining supplies,—I therefore recommend far greater reserves than laid down in the Imperial Blue-book,—viz., for 9-inch and 10-inch guns, 100 rounds per gun, for 80-pounder guns, 150 rounds per gun, for 16-pounder guns, 400 rounds per gun—assuming 100 rounds for each gun to be in charge of the artillery in addition to the above. Australia ought not to be dependent upon England for minor munitions of war, but should have, in some inland spot, such as Wentworth, a federal arsenal in which such as the above and gunpowder—small-arm ammunition especially—should be manufactured and kept in stock.

93. Will you now sum up your evidence, and give a brief outline of your recommendations upon the matters referred to the Commission for report?

1. *Necessity of Permanent Force.*

I consider a permanent force of artillery to be absolutely essential. From such force I recommend a reserve of well-trained artillerymen should be formed.

To induce men to join such reserve, they should be as far as possible offered situations in the Government departments on entering reserve.

2. *Permanent Force and Reserve—organization and constitution.*

Men of the permanent force should be enlisted for at least three years—not more than five. Men of good conduct to be allowed to re-enrol for a further term of five years.

Force to be sub-divided into three batteries, the whole to be commanded by an ex-Royal Artillery officer or one lent from the Imperial service for a fixed term.*

Remaining officers to be obtained locally, and educated professionally by means of military schools of instruction.

To induce officers to make such service a profession, they should be well paid and have the prospect of pensions or bonuses on retirement, according to the custom which obtains in the Civil Service.

Discipline to be maintained by Army Discipline Act as far as applicable to this Colony, but very enlarged powers to be given to the Commandant of the Forces.

Reserve to be enrolled from men of good character who have completed three years' service. Each member to receive a small annual gratuity paid in arrear; to turn out for drill a certain number of times each year.

I consider that the establishment of a federal regiment of artillery for the whole of the Australian Colonies would be the best means of obtaining efficiency.

3. *Organization and Constitution of Volunteer Force.*

A paid volunteer force for Sydney and its immediate neighbourhood.

The purely volunteer system to be developed and encouraged throughout the Colony.

The Acts of Parliament of this and all Colonies to be so amended that volunteers enrolled under such Acts be liable, in the event of actual service, to be employed in Australia or Tasmania.

I strongly advocate the appointment of an officer as Inspector-General to inspect the forces of all the Australian Colonies; to be the military adviser of each Colonial Government, and in the event of war to exercise the supreme command.

4. *Composition and number of Field Force.*

From 2,500 to 3,000 paid volunteer infantry.

Field artillery, eighteen guns, three batteries seventy men each. Cavalry (mounted rifles), eighty to 100 men. Engineers, eighty to 100 men.

The above, with the exception of some few infantry at Newcastle, to be raised in or near Sydney.

5. *Strength of Permanent Force and Force required to man Harbour Defences.*

Permanent artillery, from 200 to 250 men. Paid volunteers:—garrison artillery from 200 to 300 men; paid volunteers, torpedo corps, eighty to 100 men. As the Reserve is formed less volunteer artillery will be required.

As it is highly improbable that a serious attack both by land and sea could be conducted at the same time, the infantry garrison for the entrenchments protecting the batteries could be furnished from the field force.

Unless the Colonial Government proposes to provide gun-boats or torpedo-boats, I should recommend the naval brigade to be abolished, except perhaps a few men kept for rowing guard-boats.

6. *Ordnance Store Department.*

By placing this entirely under the Commandant much economy might be effected, as many of the duties might be performed by the permanent artillery. The Commandant would then be solely responsible to the Government for the maintenance of proper reserves, also for the efficiency and proper care of the warlike stores in hand.

* N.B.—Title of such officer to be "Officer Commanding Artillery."

7. *Principle of Examination.*

A school of instruction should be established for the professional education of all officers of the permanent force.

Officers of volunteers should, as far as compatible with their professions, be encouraged to attend such schools.

I strongly advocate that for Australia generally a military school, similar to that lately formed in the Dominion of Canada, be established. The benefit derived from such school would be most valuable and important—far in excess of any local training that could be obtained.

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8. *Expenditure, &c.*

I believe that a far more economical system of paid volunteers might have been advantageously established than now obtains in New South Wales, but whether it would now be desirable to establish such a system in this Colony I am not in a position to give an opinion.

Supplementary Evidence received by the Military Committee.

From Colonel Downes, R.A., 3 May, 1881 :—

(1.) What do you consider should be done to ensure a supply of ammunition in time of war? No reliance could then be placed upon obtaining supplies from England. A central arsenal at a place like Wentworth should be established. I name Wentworth on account of its position at the junction of the Darling and the Murray, and because it seems that in all probability, ere many years are past, the railway systems of New South Wales, Victoria, and South Australia will meet at that point. The expense of this arsenal should be borne by the federating Colonies. Small-arm ammunition, shell, fuzes, tubes, transport-carriages, and gunpowder should be manufactured there. In the meanwhile, each Colony should year by year vote a sum of money by which a small reserve of the above could gradually be accumulated. This reserve should on no account be trenched upon for the annual practice either of artillery or infantry.

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(2.) What is your general idea of colonial naval defence? I do not think that any local colonial naval defence will ever repay its cost. From the very nature of the problem, unless enormous expense is incurred, it is impossible that it should do so. The ships both in design and armament will become obsolete. The officers and men cannot possibly acquire that training and experience so absolutely necessary for the naval man at the present day, when science and the knowledge of continually changing weapons, machinery, and modes of attack are far more important than seamanship in deciding the issue of naval engagements. I therefore propose the adoption of some such plan as the following :—The federating Governments of Australia to decide upon the sum of money they would each annually contribute—this sum would undoubtedly be supplemented by the Imperial Government. With the sum total hire, from the Imperial Government, ships, officers, and men—these ships to be an addition to the active strength of the present British Navy, and to be called the Australian Squadron; but with the proviso that they should never leave Australian waters, except by and with the consent of the federating Governments. Subject to such proviso, their disposition, &c., to be entirely in the hands of an English Admiral or Commodore, appointed for a fixed period. The officers and crews to be regularly relieved from England, as with the Pacific, China Squadrons, &c. The ships to be changed or sent Home for overhauling, as is customary with other vessels of Her Majesty's Navy. I think it is only by some such plan that the naval defence of the Australian Colonies can ever be placed upon a satisfactory footing; while at the same time the strength of the British Navy will be increased. I think also that, apart from all questions of efficiency, this method would be far more economical than if the various Colonies provided in detail their own naval defence.

(3.) As to term of enrolment for Volunteer Militia? I cannot agree "that no change is necessary in the enrolment system," as I do not think it can be conducive to the interests of the service if men can retire at fourteen days' notice, according to the present system. This allows a man to retire for a whim of the moment, or on account of a fit of ill-temper. Expense to Government will likewise accrue unless he has to pay for his uniform. I am of opinion that every man should be enrolled for at least one year—still better for three years. Volunteers in South Australia are enrolled for the latter period, and I have no reason to think that any hardship or discontent has been caused thereby, as men are placed on leave if their occupations necessitate their leaving Head Quarters. Should war arise, their services are available, and while on leave they have been no cost to the country.

(4.) As to strength of field artillery? I am of opinion that the whole of the field artillery (200) should be in the militia force, instead of 50 in the militia and 150 in the reserve. The field artillery should be kept up to the highest state of efficiency and training compatible with a volunteer field artillery. From the very nature of the case, those in the reserve could not be so regularly trained and drilled as those in the militia.

(5.) As to the proposed mounted corps for Sydney? In the Volunteer Militia I would recommend from 80 to 100 cavalry (mounted rifles). I do not believe in the self-supporting system for cavalry (page 19), as no men require higher or more intelligent training; and although quite possible that a small body of pure volunteer cavalry might be so trained, I think it highly doubtful; it certainly could not be done unless the training was conducted by some man thoroughly conversant with the duties of cavalry. Neither do I attach much importance to the mounted police, as I am under the impression that they do not work together in bodies of any size, and have no training as mounted rifles.

(6.) As to the supply of ammunition in time of war? As already stated in my evidence, it appears to me that this is an Australian question, and that no one Colony should have to go to the expense of the necessary plant, but that an arsenal for the manufacture of small-arm ammunition, gunpowder, fuzes, shell, tubes, transport-carriages, &c., should be established in some central position, at the expense of the various Governments.

Observations with regard to Military Committee's Report.

Col. M. F.
Downes, R. A.

29 June, 1881.

Supplementary Evidence given before the Royal Commission.

Sydney, 29 June, 1881.

For the armament of fifty-seven guns, as given in Appendix of Report, I should propose a force of garrison artillery (permanent and militia) of 700 men. These numbers are thus arrived at:—

8 10-inch guns, 15 men a detachment	...	...	...	...	120 men.
7 9-inch " 10 "	"	"	"	"	70 "
42 80-pounders and smaller guns, at 9 men each	...	...	...	...	378 "
Total					568

This total of 568 represents the actual number of men required to work the whole of the guns, taking the detachments at the full strength allowed by the Royal Artillery drill book.

In order to allow for all possible contingencies—for the extra strain thrown upon the detachments working the heavy guns by the distance the shell rooms are from the guns, also for the distance of the batteries from one another—I have assumed that every gun mounted would be in action, and require its complete detachment,—an improbable contingency.

Calculating upon such basis, a total of 568 men would be required.

As, however, provision has to be made to meet casualties from sickness or absence, for men required for cooks, lamp-lighters, water-carriers, &c., I propose a total of 700 officers and men to constitute the force of garrison artillery to furnish the defences of New South Wales, the force to be thus apportioned:—

Permanent Artillery	...	...	...	300 officers and men.
"	"	(Reserve)	...	200 men.
Volunteer Militia Garrison Artillery	...	...	...	200 officers and men.

This would give $\frac{2}{3}$ to $\frac{1}{3}$ Permanent Artillery and from $\frac{1}{3}$ to $\frac{2}{3}$ Militia Artillery for each gun detachment. The Volunteer Militia Artillery would have their own officers to assist in the batteries; the Reserve Artillery could be officered by those of the Permanent Artillery.

N.B.—The above to be in addition to the three field batteries of 210 men of Volunteer Militia Artillery for the field force.

M. F. DOWNES,
Col., R. A.

FRIDAY, 11 MARCH, 1881.

Colonel Charles Fysche Roberts examined:—

Col. C. F.
Roberts.
11 Mar., 1881.

94. How long have you been in command of the Artillery Forces of New South Wales? Four years and seven months.
95. How long have you been in the Imperial service? Sixteen years in the Royal Artillery.
96. Have you a permanent force in New South Wales? Yes.
97. Will you state what the permanent force is? It consists of three batteries of artillery, numbering, with officers and all, 320.
98. Is that the strength authorized by Parliament according to the provision in the Estimates? Yes.
99. Has there been a reduction of late years? There have been two reductions.
100. State them? First, from 375 to 350; then from 350 to 320, of all ranks.
101. In what ranks was the reduction? Gunners chiefly.
102. Could you readily make up the strength? Yes; by enlistment we could do it very easily.
103. Have you at present any applicants for service in the force? We have frequent applications; men apply almost daily.
104. Do you consider a permanent or regular force as a nucleus for the rest of the defence force absolutely necessary? I do.
105. Have you considered the organization advisable for such a force of both artillery and infantry? With regard to artillery, I have. With regard to infantry, I should strongly recommend a company, consisting chiefly of a body of non-commissioned officers.
106. What would be the best constitution and organization of the artillery force you would recommend? Men should be enlisted to serve for a term of at least three years with the permanent force, and to be passed after that time into a reserve; these men to be subject to the Imperial Army Discipline Act, so far as it applies, and under a local Act; the powers of the Commanding Officer to be more extended; the force to be kept as little as possible in Sydney, and the men to be employed as much as possible on all public military works; the force to be divided into garrison and field artillery in the proportion of three in garrison to one of field, and to pass out men to a reserve—annually if possible, and getting them into the Government employment; these reserve men to attend the annual camp-training affiliated to that portion of the force to which they originally belonged; as soon as the reserve reaches a sufficient number the permanent portion to be reduced to a certain limit; the reserve when out with the permanent force to be under the same rules and regulations.
107. With reference to your recommendation that the permanent force should be reduced when the reserve reached a certain strength, do you not think that would be a dangerous precedent to establish—to reduce a certainty, in a country where people spread themselves about so much, for an uncertainty? Yes; but I should only do so on the score of economy.
108. As the wages are almost the same in all the colonies, at what rate do you think you can enrol men for the services you indicate? We are able now to get men at 2s. 3d. a day.
109. At what rate do you consider the total cost per man to be, including pay, allowances, and everything? About £94. This includes share of staff necessary.
110. Do you consider that this amount could be reduced? Not very materially.

111. Do you consider that this amount could be reduced if, at the time of enrolment, there were held out as inducements promises from the various Governments of employment in the public service, to be given by seniority conditionally on good behaviour? It might be modified slightly.
112. Would you not by such a system induce a very much superior class of men to enter the ranks? Most probably. Col. C. F. Roberts.
11 Mar., 1881.
113. Can you give the Commission any idea of the number of men annually required by the Foot Police, the Railway, and the Post Office Departments of New South Wales? No.
114. Is it in your opinion wise to withdraw men for long service in the barracks from the general industries of the colonies? I do not think it unwise if they are employed on the public military works.
115. If men are employed on public military works do they not receive extra working pay? Yes, they receive the ordinary working pay, which is intended to cover wear and tear of clothes.
116. Do you not consider that if kept for even five years in barracks, men would from want of change and relief deteriorate and become more or less unfit for earning their own living on discharge? I do not think so, provided that term is not exceeded, and they are employed as stated before.
117. Would you recommend that in a permanent force men should be allowed to marry? A certain proportion ought to be married, for the purpose of doing the necessary soldiers' washing, and being placed possibly in charge of works where only one man would be required, and it would be too lonely for him to be by himself as a caretaker.
118. Would you enrol married men? If the provision made by Government would allow of it, yes; and provided that the man and his wife are excellent characters; also they should live in barracks under military control.
119. At what age would you propose to enlist? I would suggest from 20 to 40.
120. Do you think that in a system of short service, seeing that the enlistment would be for only three years, it would be in every sense undesirable to encourage marriage, as it would increase all the expenses connected with the maintenance of the force? I do not consider it undesirable, provided it does not exceed the Government provision.
121. Provided the Government increase the accommodation for married men, would you increase the number of married men? I would, but not to an unlimited extent.
122. Do you consider it is the slightest use to enlist the raw material, or a man over 30 years of age, as an extreme limit? No, I do not, but the balance of years between 30 and 40 is for the purpose of obtaining old soldiers of good character.
123. Would you propose increased allowances to married men, such as lodgings, if quarters are not available in barracks? To a certain extent, yes.
124. Assuming that the Governments of the Australian colonies agreed to the formation of a force upon the principle that the men should be enrolled for a certain term of years on the distinct understanding that they would be given employment after good service during that term of years, would you approve of the formation of such a force for Australia generally? Yes, I would; that is, a universal federated force, subject to the inspection of a senior Imperial officer.
125. Do you advocate the formation of an Australian federal regiment of artillery? Yes, provided the regulations are similar.
126. How long do you consider it would take to form a good artilleryman, and a good infantryman? Certainly from two to two and a-half years for the artilleryman; for the infantry soldier, a year or fifteen months.
127. How long would it take for a field artilleryman? I should say it would take three years, as I should endeavour to get a man who would be both gunner and driver. It would take fully three years.
128. Under what sort of disciplinary code should the permanent artillery force be? Under the Imperial Acts, modified if necessary to meet local circumstances.
129. How would you propose to supply the officers for a force of this description? I would get the best I could, obtaining them from Home if possible.
130. Is there any source from which you could get officers in these Colonies fitted to be artillery officers? Occasionally I should take an ex-Imperial officer if I could get him, provided his certificates were good and he was capable of passing an entrance examination.
131. Would you take a volunteer officer if you could? Provided he passed the necessary examination, if he were efficient.
132. Assuming the Government sanctioned the employment of officers for a term of years, to be borrowed from the Imperial Artillery, would you be in favour of their being appointed in preference to officers from any other source? I should prefer them by all means, because of their later scientific knowledge.
133. Do you not think that if inducements were held out such as obtain in the Imperial service, namely, by half-pay, retiring allowances, and pensions in certain cases, to induce officers to look upon it as a permanent profession, the service would be much benefited? I do.
134. Do you think that if an officer had this inducement it would have a very marked effect on discipline and efficiency? Yes.
135. In estimating the number of artillery, would you base it on any particular number per gun as an absolute requirement? Yes; from three-fifths to four-fifths.
136. In making this computation are you taking into consideration the volunteer artillery or militia artillery? Yes—all reserves.
137. Would there be any objection to the regular artillerymen, that is four-fifths of the detachment, being made up of men in actual service, and reserve men who have been trained? Certainly there is no objection.
138. What proportion of gunners and drivers would you recommend in a field battery? Gunners, about one-third, and drivers, two.
139. In the case of a volunteer field battery, do you consider it necessary that the drivers should be taken from the regular artillery? Not absolutely necessary, but they should be trained.
140. Would it be possible to train volunteer field artillerymen to act as drivers? With a large amount of training it would be possible.
141. And how would you conduct their training? By drilling them entirely with a regular field battery.
142. Do you recommend any number of permanent horses that could be kept, and might be used for other Government purposes? Yes, I do; about thirty or forty.

- Col. C. F. Roberts.
11 Mar., 1881.
143. In an artillery force what do you consider of first importance? The garrison artillery, and, if provision is made, then the field artillery.
144. In what respect and how far do you think the powers of the commanding-officer should be extended beyond those at present exercised by him? To the full power given by the Army Discipline Act, with the power of dismissal in gross cases.
145. In what respects are you limited from exercising the powers granted under the Army Discipline Regulation Act? In imprisonment, and power of convening regimental courts-martial.

TUESDAY, 15 MARCH, 1881.

Colonel Charles Fysche Roberts further examined:—

- Col. C. F. Roberts.
15 Mar., 1881.
146. Are you in favour of a purely volunteer force or of a paid volunteer force? A pure volunteer force, on the English model.
147. Will you explain in detail your views on the subject? My reason for recommending a pure volunteer force is that I consider the formation of a reserve, which will really become the second line, will cause a volunteer paid force to become unnecessary. The force under the present rules permits attendance to be to a certain extent optional, thereby preventing the regular personal attendance of individuals. I should strongly recommend that this pure volunteer force, in addition to certain drills called for in daylight, should of necessity attend the annual camps of instruction; that they should be, as far as possible, officered by ex-Imperial officers or officers who may have left the permanent service of this or other Colonies, if duly qualified; that attached to each regiment there should be a paid staff of instruction, namely, adjutant, sergeant-major, and quartermaster-sergeant; that there should be at least three country regiments raised at centres most convenient on the lines of railway; that this force should receive Government assistance to the extent of instruction, arms, and clothing, with full provision during the camp exercises. This would necessitate a small capitation allowance—the expenditure of this to be administered by proper authority—and in my opinion this course would enable the volunteer force to be nearly if not quite doubled. From the experience I gained in my visit to the neighbouring Colonies during last year, I feel convinced that, with the aid of the training in camps as above recommended, a pure volunteer can be made almost as efficient as the present paid volunteer is. Instruction should be furnished to this force as much as possible from the permanently enrolled force. To encourage the formation of a purely volunteer force I would extend certain rights to members, such as exemption from juries, &c.
148. You have stated that, when in camp, this purely volunteer force should have full provision made for them: do you mean this to include any individual money payment? No individual money payment, but that they should be under no pecuniary responsibility for proceeding to and from the camp; everything to be found, but no daily pay given.
149. Do you think, in the interests of justice, that volunteers, except when on duty, should be withdrawn from jury service? As I only propose extending this privilege to efficient volunteers, and the total number of volunteers would bear a small proportion to the population, I cannot see that it would affect the jury list so much.
150. Can you state the reasons why the land grants for five years' efficient service broke down in this Colony? Owing to the abuse of the said land orders in the following way: although an individual volunteer might earn a land grant for 50 acres, he is able at the present time to dispose of it for any amount of money he can obtain to any individual, thereby defeating what was believed to be the original intention, namely, of settling individuals on small holdings. I believe the sale and use of volunteer land orders by persons who have really not earned them has caused a large loss to the land revenue, for the difference of value between £60 and the selling price is actually a loss to the land revenue.
151. Under what regulations did a man earn a land order? The volunteer was obliged to be reported for five consecutive years efficient; and thus arises the fact that men even at the present time are actually qualifying for volunteer land orders, although the further issue of the orders was abolished in 1874, by having allowed the lapse of some years to occur during which they were non-efficient.
152. You have stated that you do not recommend a paid volunteer force, because your reserve will take their place: what do you estimate would be the strength of your reserve in (say) five years' time from the commencement of its formation? I should say that the reserve would reach 250, allowing for percentage loss. Of course this would depend entirely on the number of men from which I can start to form the reserve.
153. Your reserve, I believe, would be formed entirely from artillery? Principally from artillery.
154. Do you consider that men who have been trained as artillerymen will, during the short time that they can have for instruction in the reserve, be able to acquire such knowledge as will enable them to take the place and perform the duties of infantry in the field, especially as regards the most important and most difficult duty of fighting in the present system of extended order with its supports and reserves, &c.? As there would be very few of the reserve actually to spare for infantry in case of war, and as I consider that the unpaid volunteers could be trained sufficiently well to act as infantry, this would hardly apply.
155. How do you arrive at your estimate of 250 men in the five years? Starting from the number which I would probably recommend, I consider I should be able to do it. Assuming that 400 men are allowed to start with, I should be able to form a reserve of 250 in five years.
156. But assuming that the employment open to men who have passed through the force was largely extended over every civil department, and also in companies and banks generally, is it not probable, taking a force of 400 men, and the men in that force serving only three years, that in five years you would have a reserve of 500 men? I do not think it would reach that number in the time.
157. Will you state your reasons why? Assuming that I started with 400 men, I do not consider I should be able to draft more than eighty a year into the reserve. From this there would be a probable falling off of from twenty-five to thirty who might not be fit medically, or from absence from the Colony, or from various other reasons, to join the reserve. This would leave me a balance of fifty.

158. Will not the field force be required to act in the first line? Under certain circumstances it would—on a land attack it would.

Col. C. F.
Roberts.

159. In that case do you not think they ought to be trained in a higher degree than the English volunteer force, which, under the English Volunteer mobilization scheme, is relegated to the third line and treated as a purely reserve force? As I consider a land attack would only take place after a very considerable warning, I am of opinion that the volunteers could be sufficiently trained by being called out for active service in time to attain that amount of efficiency which would be necessary.

15 Mar., 1881.

160. How long does it take regular infantry, non-commissioned officers and privates, to learn their respective duties? I should say, a private, from nine months to a year; a non-commissioned officer about six months longer, and an intelligent officer two years, but much depends on the individual.

161. Do you think it advisable that the volunteer force should be subjected to a period of continuous training? I do. I should say fourteen consecutive days should be the least amount of training, in short terms, these terms being consecutive, as opposed to detached drills.

162. How do you propose to induce volunteers to undergo fourteen days annual continuous training for nothing? I have already stated that the only remuneration that would be offered to them would be all expenses paid—I would offer no direct money inducement; I should trust to the purely volunteer spirit.

163. Do you consider it possible for any considerable body of men, either officers, non-commissioned officers, or privates, to give this time gratuitously to the State? I think it is possible, as above stated, and provided conveyance to and from camps was found.

164. What other training do you propose for the unpaid volunteer force during the other portion of the year? Five-and-twenty daylight parades.

THURSDAY, 17 MARCH, 1881.

Colonel Charles Fysche Roberts further examined:—

165. Will you state your views with regard to the composition and strength of the field force required to resist attacks by land? My opinion is that the field force should consist, taking all numbers into account, of about 3,000 men. They would be composed of cavalry, five regiments of infantry, artillery, either one large company or two medium-sized companies of engineers, and a small portion of a signalling corps. The infantry would be divided into five regiments, two belonging entirely to Sydney and the immediate neighbourhood, and the three others from the three country districts—southern, western, and northern. The Sydney regiments should consist of at least 600 men, the southern and western of 400, and the northern of 500. Three (3) Field batteries would be composed of volunteer artillery, and a portion of the reserve, that portion to consist chiefly of drivers, with a few highly-trained non-commissioned officers. As regards cavalry, mentioned previously, I should depend entirely upon the police, as I believe great difficulty would be found in maintaining an independent force, and if a paid force the expense of horses would be very great. The reason why I should trust so much to the mounted police for cavalry is, from their intimate knowledge of the country they would certainly form the best kind of scouts. As far as I understand, they are chiefly trained, during the early part of their enrolment, in Sydney. In making this statement it is to be understood that I do not take into consideration such men as would be required for the garrisons at Sydney, Newcastle, and Botany. I am speaking of a purely movable field force. I would further add that, if possible, my first endeavour would be to prevent a landing; after that I should await attacks in certain previously prepared positions. By prepared positions I mean the erection of earthworks, rifle-pits, and the placing of all sorts of impediments to prevent attack. As the Sydney contingent (if I may use that term) would be best acquainted with the probable localities of attack, that portion of the force should take the field first, the country contingent being utilised for supports and reserves as might be required.

Col. C. F.
Roberts.

17 Mar., 1881.

Colonel Charles Fysche Roberts further examined:—

166. Will you state what strength you recommend for the working of the guns in the coast defences provided at Sydney, Botany Bay, and Newcastle, including the garrisons to man the defensive works in case of attack? My estimate is based upon the natural assumption that if an attack is to be made on these Colonies, Newcastle, Sydney, and Botany are liable to be threatened at the same time. As we are at present separated from Newcastle by at least six hours' sea journey, which actually cuts off Newcastle for the time being from any support from Sydney, I consider that the guns mounted at Newcastle and the garrison should be as well prepared as both Sydney and Botany; and as it is not probable that railway communication between Newcastle and Sydney can be established for three or four years, I must base my estimate of the requisite number on what at present seems a large number, but which might ultimately, when proper communication is established, be reduced. I am of opinion that it would be necessary to have nearly all the guns, which under the present scheme will be mounted, properly manned, and taking the three places before-mentioned into calculation, we shall require fifty-two guns to be manned. I consider that the number of permanent artillery required would be something over 400, supplemented by the proposed reserve (formed, as I have already recommended, from the artillery) and volunteer artillery to the number of 130 or 140; that the garrisons for Sydney and Botany would take 300 infantry, and at Newcastle 75. These I should propose supplying by utilizing one of the country regiments; and at Newcastle drawing a company from their country regiment. It would be further necessary to have a torpedo force, consisting of at least 100 men—50 in Sydney, and 50 between Newcastle and Botany. In addition to this force I rely upon some considerable assistance from the naval brigade, amounting to at least 200 men

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men afloat, in different capacities, for I consider that the defences of each place must be composed of such parts as to make it independent. To what extent assistance would be granted by the naval brigade I am at present unable to give any evidence.

FRIDAY, 18 MARCH, 1881.

Colonel Charles Fysche Roberts further examined :—

Col. C. F. Roberts.
18 Mar., 1881.

167. Would you state your views on the subject of the system of examination which you recommend should be adopted for appointment and promotion in the permanent force, and in the volunteer force? I concur in the generally expressed opinion, that the selection by volunteers of officers is most undesirable. I consider it most desirable that immediately after, or very soon after the appointment, and while these officers are on probation, an examination should take place; this is under the head of volunteers. I also am of opinion that high social position is most desirable in all officers, as most probably with this you would attain a higher educational standard. All officers of the volunteer force should attend schools of instruction, which should be established for the distinct arms of the force, namely, one at Victoria Barracks, or the most convenient position for the infantry, and one at Dawes Point. My reason for separating the schools under two heads is this: That it is absolutely necessary for the senior officer of the artillery forces, if possible, to be near his men and the forces under his command is much as possible. Dawes Battery, as far as I can see, is the most convenient for that, it is in closer communication with the batteries, and in fact the general work of the artillery defence, which Victoria Barracks is not, being removed some 2 miles from even the water's edge. To maintain these schools it will be necessary to obtain regular qualified instructors, who, in my opinion, could be got from England at very little trouble, and, comparatively speaking, small expense, considering what the probable result would be; that each officer, after certainly not more than a year's service, should again be examined as to his fitness to remain in the defence force. I may say that this will apply just as strongly to the permanent artillery, and I am also of opinion that the systems of examination established already should be rigorously carried out. With regard to the permanent portion of the defence force, I should insist upon examination on entrance, or, if I may use the word, first appointment; that a subsequent examination should take place at the end of the first year. Speaking of the artillery, this should be in artillery drills; in company and carbine drills, or what I should call company duties; that for all further promotions stricter examinations should be held; that it should be necessary for all officers joining the permanent and volunteer forces to pass in riding; and certainly they must have a fair knowledge of placing houses and villages in a proper state of defence. This knowledge must be acquired within two years at the longest from the date of their first appointment. For subsequent promotion to the higher ranks they must have attained a fair knowledge of minor tactics; that in this force, as well as in the previously constituted volunteer forces, schools of gunnery and instruction should be established, with certified instructors from England, and changing if possible every two or three years; that any officer displaying a decided carelessness in qualifying himself for his duties should be called upon to pass a test examination, and, failing this, and subject to the decision of the Commandant, to be called upon to resign.

TUESDAY, 22 MARCH, 1881.

Colonel Charles Fysche Roberts further examined :—

Col. C. F. Roberts.
22 Mar., 1881.

168. Do you think the Permanent Artillery Force should have charge of the maintenance of the coast defences? Yes, as by this means very considerable expense could be saved in the minor repairs to batteries, barracks, and defences generally, more especially if a staff of duly qualified artificers was maintained: further, the alterations and repairs would be most probably carried out with less delay than at present exists.

169. Would you employ them in connection with the custody and management of warlike stores? Most certainly; as, from a reduction in the staff of the department at present in charge, a very large saving of expense would be effected; it is also the work for which such a force is especially adapted; and the issue &c., would be much facilitated.

170. Do you think it would be wise to reduce the strength of the permanent artillery force below 300 officers and men at the present time? I think it would be most unwise until, at all events, the working of a reserve had been fully tested to create a sufficient supply of men to fill up the necessary numbers required to man the guns fully, as well as to supply the reserve field battery for employment with the field force. It must further be taken into consideration that men will be required to work the Gatling and field guns in the lines of defence at South Head, Middle and George's Head, Newcastle and Botany.

171. Do you consider a permanent infantry force necessary? Only as a small company, for purely purposes of instruction in connection with the various corps requiring it. This force, by being called in to head quarters at certain intervals would be kept up to all the latest changes in drill, &c.; thus the forces generally would be kept up in all the changes in details.

172. What additional inducement would you offer volunteer officers and men to become more efficient? I would grant them efficiency badges in all subjects connected with the various branches of the service to which they belong. Possibly it would be well to remove from officers who proved themselves highly efficient the obligation of passing the necessary examinations for promotion; this, however, to be subject to the approval of the proper authorities.

173. By a paid system do you not limit the number of men trained to arms? Certainly; for the annual vote only meets the payment of a limited number; and, without some definite term of engagement, persons can remain as long as they like, providing they prove themselves efficient, thus leaving no vacancies. Moreover, many persons of independent means have a reluctance in joining a force under such a system.

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174. How would you meet the case of men who are anxious to join the volunteer force, especially in the country districts? From country regiments where it is possible; and encourage the formation of rifle companies as well as artillery companies (at various ports on the coast)—these companies to be under supervision and general direction of the senior military authority, and to be found in arms and ammunition and necessary instruction; being encouraged by prizes for proficiency.

175. Do you consider it advisable to extend the system of drilling boys in the schools of the Colony? Yes, provided this becomes a portion of the course of instruction, and is not taken out of play-hours. Drill with arms to be carried out near some armoury, to which the arms must be returned directly the drill is over.

176. What are your views with regard to the management and custody of the warlike stores in the Colony? The department in charge of these stores should be placed under the direct superintendence of the Commandant or senior officer present—that as much as possible the work should be carried out by the paid military forces, and that the civil portion of the work connected with the storage, &c., of merchants' powder should be separated from the warlike portion of the stores. I am of opinion that, by this course being adopted, very considerable expense would be saved, and the result would be greater efficiency.

177. What do you consider should be done to ensure the supply of ammunition in time of war? Make the reserves to be kept up at least to 200 rounds per gun for the most important guns; for the field guns and guns of position to 400 rounds per gun. Annually to provide for such ammunition as is used in practice, in order to keep up the supply to proper standard. If possible, to establish a factory for the manufacture of small-arm ammunition: this could be done on Biloela Island, where also it might be possible to make shot and shell if urgently required. I would further advise that the manufacture of gunpowder should either be tried, or encouragement given to private firms to manufacture.

TUESDAY, 22 MARCH, 1881.

Colonel Charles Fysche Roberts, further examined:—

178. Do you consider a reserve force of artillery, composed of men who have passed through the permanent force, desirable? Yes; for when formed, and consisting of a sufficient number of men, a reduction could be made in the permanent artillery, reducing them to a certain number, below which they should not go under any circumstances. These men should receive a retaining fee or allowance in form of deferred pay; also receive a regulated amount of pay sufficient to induce them to remain in the reserve for a fixed period of at least five years. I would further recommend that these men joining the reserve should as much as possible be found employment either under Government or in civil employ. The employment of the reserve in civil establishments would to a certain extent form a corps similar to that of the Commissionaires in London, which now numbers over 500; and these men have undoubtedly proved the falsity of the statement "that an old soldier is no good," as they honestly perform their duties, and are known to be trusted most thoroughly—the training of a soldier leads him to obedience, and ingrains in him a feeling of honor which possibly did not exist prior to his enlistment. It might be well to pay those men who entered the force with an undertaking to join the reserve for a fixed term a higher rate of daily pay from those who only joined for the first term of engagement—the difference of this daily rate to be accumulative as deferred pay, and paid half on completion of regular service, and half on completion of reserve service. The remuneration I would recommend for the reserve force would be about £12 per annum, and allowing for extra cost of instruction, clothing, &c., the annual expense to the country per head would be about £16. If this is compared with the present cost per head for Volunteer Force, viz., £18, and the difference in efficiency is considered, there is no doubt in my mind but that the reserve force would give better results. The drills could take place after office hours or on holidays; and as they could be drilled in small numbers with the permanent artillery force there would be no loss of parades for want of sufficient men.

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22 Mar., 1881.

179. What do you consider should be the number of officers in a permanent force consisting (say) of three batteries? As I should propose to work the reserve in connection with the permanent force, and undertake that the pay and quarter-master's work should be performed by the officers of this force, I do not consider that less than twelve battery officers and two staff officers, including the officer commanding the artillery forces, should be maintained. The working of certain necessary field and Gatling guns in connection with the proper defence of the different works would not justify a smaller number being maintained, when it is considered that the training must be thorough, and high efficiency will be expected. Possibly after some years, should any of these officers join the reserve and enter into some arrangement with the authorities, the number above stated might be reduced. I consider these officers should take precedence, according to rank, of other officers of the forces. As a further reason why these officers should not be reduced in number, the authorities would expect to find from this force officers upon whom they could rely in time of war, and unless the officers were allowed to retire upon pensions with an understanding to serve in the reserve or volunteer militia.

180. What should be the duty and term of office of the imperial officer you recommend should be engaged by the Australian Governments? The inspection at various periods of the different colonial forces; adviser to the different Governments on maintenance of warlike stores and defences generally; general direction of operations in time of war, assisted by colonial commandants; referee in cases of dispute. About three years, under agreement with the Governments.

Col. C. F. Roberts. 181. What is your opinion of the annual expenditure necessary for the maintenance of a defence organization suitable for New South Wales?

22 Mar., 1881.

PROPOSED ORGANIZATION.

5	General staff	...	...	...	£2,300	
340	Permanent Artillery	...	...	...	32,000	
*	Permanent Artillery Reserve	...	...	...	1,000	
						35,300
100	Torpedo Corps...	...	...	...	4,000	
300	Volunteer Artillery	...	...	...	1,550	
150	„ Engineers	...	...	...	900	
2,500	„ Infantry	...	...	...	7,500	
						13,950
500	Rifle Companies	...	...	...	1,000	
	Store Department	...	...	...	3,000	
						4,000
60	Permanent Infantry	...	...	...	.....	5,000
	Warlike Stores	...	...	...	5,000	
	Camp expenses	...	...	...	2,000	
	Schools of Instruction	...	...	...	1,000	
						8,000
	A force of—	3,955				£66,250

THURSDAY, 24 MARCH, 1881.

Colonel Charles Fysche Roberts further examined :—

Col. C. F. Roberts. 182. Do you think that a reduction in the annual military expenditure could be effected, having due regard to the efficiency of the military force, and without material injury to the service? Yes, provided the expenditure on the other portion of the defence forces is also reduced.

24 Mar., 1881

FRIDAY, 25 MARCH, 1881.

Colonel Charles Fysche Roberts further examined :—

Col. C. F. Roberts. 183. How would you give the torpedo corps a special organization? The special organisation I would suggest for this corps is :—The corps to consist of at least 100 all told, part of whom should be permanently maintained and paid as regular troops, the remainder should be paid at least as highly as the reserve from permanent force. The permanently enrolled portion should consist of one sergeant-major or staff instructor one sergeant, and two junior N.C. officers, and twenty men. The officers, considering the high intellectual attainments they should possess, should not in my opinion receive less than they do at present, viz major, £200; captain, £100; lieutenants, £60; 2nd lieutenants, £40. The total cost of this corps would be about £4,000 on this organization; and when this amount is considered, as compared with the value of the stores and torpedo boats, which must represent some £40,000, it does not appear too much for the extra security it would afford. The corps to be trained in military exercises only so far as would be necessary to enable them to march properly and possibly perform company drill. They should also be instructed in the use of the rifle, sufficient to ensure self-defence. Beyond the training as above stated in military manœuvres I would not go, as the time allowed for drills, &c., would be better employed in lectures and experiments, as well as instruction in the more important duties connected with the torpedo defences, and if required at inspections and field days, the corps could be better employed in transmitting signals of the different manœuvres. The proper care and maintenance of the different stations, together with the stores, would be entrusted to the permanently enrolled portion. The number of the force may seem large, but when it is considered that some attention must be paid to the defence of the waters of Broken Bay or the Hawkesbury, as well as Newcastle, Sydney, and Botany, I feel sure that the estimate is not excessive.

184. You have heard the evidence given by Colonel Downes with reference to an attack in force. What are your views on this subject? The idea of an attack as stated by Colonel Downes, and consisting of the force he mentions, appears to me very improbable. The number of the attacking force stated, viz :—3,000, together with supplies and the necessary convoy, would require a very large flotilla, and it would be quite impossible for an expedition such as this would necessarily be to start from any port without its movements were known, and I have no doubt but that timely warning would be sent to the Colonies. When the great distances between the ports of any nation likely to make an attack and Australia are considered, it becomes evident that unless the expedition was to be of a most reckless nature, that stores and supplies must be carried, both for the outward and homeward journeys, as calling at any place *en route* to replenish stores would at once give notice of the expedition. Further, the fleets in the North Pacific and China Seas would doubtless be able to harass an expedition of this character. Further, I am confident that no direct

* This item would increase annually at £1,000 per annum, but for 4th year there would be a reduction of 90 Permanent Artillery, saving £8,400. The difference would be, for Permanent Artillery Force—

1st year would cost, say	...	...	...	...	£35,000
4th year, with reserves	...	...	...	...	28,400

direct attack of this sort would be made on Sydney, or even Botany; the only possible places would be either further north, or to the south, and then very broken country would be met with. Some base of operations would have to be established; all of these would take considerable time, and preparations could be made to concentrate troops to resist the attack, more especially when the new lines of railway are completed both to the north and south of this city.

185. Will you hand in a statement of the guns that will be mounted in the coast batteries when Sir W. Jervois' scheme of defence has been completed? In the Appendix will be found a tabulated statement of the guns mounted and the purposes for which they are intended, which has been drawn up by Colonel Scratchley and myself.

Col. C. F.
Roberts.
25 Mar., 1881.

MONDAY, 4 APRIL, 1881.

Colonel Charles Fysche Roberts further examined:—

186. Will you now sum up your evidence, and give a brief outline of your recommendations upon the matters referred to the Commission for report? Taking as an outline the opinions expressed in the tabulated statement of the evidence I have given, I suggest as follows:—

Col. C. F.
Roberts.
4 April, 1881.

Military Adviser.—That an adviser on all military matters, and as an inspecting officer of the Colonial troops in the various Colonies, be appointed, to have supreme direction in time of war.

Permanent Artillery Force.—That a permanent artillery force of from 440 to 250 be maintained. These numbers would vary, as the artillery reserve, which would be formed from this force, would supply the necessary number of men gradually reduced. The *cadre* of the (3) three batteries to be kept up even when the lowest figure stated is reached. The maintenance, in constant readiness, of the coast defences of this Colony would necessitate the presence of a proper proportion of officers, non-commissioned officers, and men, and as the extra numbers at the guns would be made up from the reserve, the detachments could thus be properly maintained.

With Reserve.—This permanent artillery and reserve force would form the principal part of the garrisons required for the coast defences of Sydney, Botany, and Newcastle, supplemented by garrison artillery from a *pure* volunteer force numbering about 150. In order to make up the numbers required to work the guns properly to the necessary strength, as one naturally supposes that no continuous siege operations can be made on the batteries, and that the probable duration of the action would not be long, only sufficient men have been estimated for as one relief. This has been done with a view to economy. As my estimate of numbers appears higher than those of the rest of the Committee, I wish to point out that, in my opinion, nearly all the guns at present mounted must be sufficiently manned to come into action—1st, from the probability that a *rush* past the batteries, together with operations by boats, would be the form of attack adopted; also, that, from the scattered nature of the defences, it would be quite impossible to utilize the detachment of one gun for the working of another when it was called upon to come into action. From a return of the armament of the coast batteries attached in the appendix, it becomes evident that from fifty-one to fifty-four guns should be ready for action in case of an attack on the coast defences; and when casualties are considered I feel certain my estimated number is not too high. Moreover, the proper service of the field and gatling guns for the entrenchments must also be estimated for.

Permanent Infantry.—The permanent infantry I recommend is a small company for purposes of instruction, as it is advisable to keep the instructors well up to the mark prior to sending them out for instruction of other corps; this force also would be able to perform many of the clerical duties connected with the defence forces. I consider this small nucleus advisable.

Torpedo Corps.—The torpedo corps, as being in my opinion an absolute necessity for the defence of the coast batteries as well as a part of the artillery portion of any system of defence, should be maintained on almost a permanent basis. A portion certainly of this corps should be permanently kept up and have charge of the different stations and stores; the remainder, being called upon to devote a very large proportion of their leisure time to fulfil the duties in connection with this class of defence, should receive remuneration at the rate of the proposed reserve. The officers also should receive a fair rate of pay; and the corps, as far as infantry movements are concerned, should only be able to act as a company; when intricate manoeuvres are to be performed they should constitute the signalling parties. They should, however, be able to handle a carbine or rifle in self-defence.

Field Force, Pure Volunteers.—The force I would recommend to act in the field should be purely volunteers, viz.:—a force receiving no direct pay, but found by the Government in all necessary instruction, ammunition, arms, clothing, &c., being franked to and from the continuous camps of instruction, at which everything should be found. The number I would maintain would be about 3,000, not counting the local rifle companies, but including the garrison volunteer artillery, which would be drawn from this force. The composition of the force would be:—

Cavalry to be furnished by the Mounted Police		
Artillery—150 garrison; 150 field (2 field batteries)	...	300
Engineers, 150	...	150
Infantry, 2 regiments, Sydney, of 600	...	1,200
„ 1 regiment Northern, Newcastle, of 500	...	500
„ 2 regiments, 1 Southern, 400; 1 Western, 400	...	800
		2,500
Making a total of all told	...	2,950

My reason for recommending a purely volunteer in preference to a *paid* volunteer force is, that the saving in expense would be the difference per man of £18 the present cost, and £6, an estimated cost, affording the possibility of obtaining for a similar amount per annum three times, if necessary the number of men. During the past year I have been able to judge to what state of proficiency the volunteer force can be brought in two of the neighbouring Colonies; and I feel sure that if these pure volunteers had the advantage of the instruction given in camp of continuous training that they would fulfil all that could be required of them. A *paid* force deters many persons of social position from joining, as well as limits the possible number to be enrolled.

Volunteer

Col. C. F. Roberts.
4 April, 1881.

Volunteer Militia Force.—A paid volunteer militia force at a small cost say of about £13 or £14 is I understand suggested, but I do not think it possible to carry out the *à la milite* principle in this Colony, and the cost would still be double that of the pure volunteer, without the certainty of double the efficiency.

Rifle Companies.—The rifle companies would form an excellent auxiliary to the defence forces, as they would be under instruction and discipline (to a certain extent) as well as direction of the military authorities. The cost, considering the amount to cover ammunition, as well as prizes, for shooting and efficiency would not reach probably more than £2 per head; further, they would be established in various districts where possibly it would be impossible to keep up a large number of men in a regiment, and induce a military spirit among the people.

Ordnance Department.—The Ordnance Department as at present worked does not afford the military departments sufficient control over the supply of stores, and although the senior military officer would be held responsible in case of any shortness of supply in war time, he has little or no voice at present in the working of this department. I am of opinion that it should be transferred to the control of the military authorities, subject to the ministerial head of the department, as very considerable saving could be effected in the annual cost of this department by employment of military labour, both clerical and manual.

Law and Regulations.—With regard to any alterations in the law and regulations relating to the local forces some changes are desirable, chiefly to increase the power of the commanding officers, and to do away as much as possible with Courts Martial; in the volunteer force to do away with the election of officers by corps.

Instruction of Officers, Schools, &c.—As in a small defence force the officers should be all thoroughly acquainted with their duties and have a general knowledge of other subjects beyond that connected with their individual corps, it is most desirable that a school or schools of instruction should be established for the purpose of lectures, and instruction in field-sketching, reconnaissance, tactics, as well as other scientific subjects.

Course of Instruction.—For especial instruction of the artillery officers, non-commissioned officers, and men, I consider a school should be established at Dawes Battery, as most convenient, when the distribution of the artillery is considered, and being the head-quarters of the artillery force is a special reason for recommending this spot; that instructors should be obtained from England, being changed about every (3) three years, if necessary, until such duties could be undertaken by locally trained officers.

Library.—In connection with these schools, that a good military library be established, to which also it would be well to attach a large room for general lectures on various subjects.

Supply of Officers.—It would be advisable to induce officers who may from length of service in the Imperial Army have been obliged to retire, and whose practical military knowledge would be of a high standard, to enter the permanent service and thus incite the other officers to increase in knowledge of their profession; this is most desirable, as owing to the small number of officers the chief reliance in case of active service would be placed in them.

It therefore becomes necessary, in the first instance, to obtain the best possible officers, and thus save the expense and trouble of continually changing, by establishing a thorough system of examination after the first term of probationary service on appointment has expired, and causing those who show little inclination or aptitude for their work to leave the service; a higher standard will be the result. I would extend the system of probationary service, subject to examination, as well as severe test examinations for promotions, to the officers of the Volunteer Force, who should be very highly trained, as they must, to a very great extent, furnish the instruction to their men. With regard to the position of the officers, I am certain that the higher in social scale the better will be the tone throughout the force.

I have no doubt that if a system of retirements or pensions was established it would induce good men to enter the force, as well as produce a stream of promotion in the different corps thus giving some encouragement to the juniors.

Any officer who attained high-class certificates in the various schools should, in my opinion, subject to the approval of the senior military officer, be excused the obligation of undergoing the examination for promotion.

Field Guns, number of.—With regard to the number of field guns recommended, the number may appear large, but as it would be most desirable to be superior in this arm to the attacking force, the number twelve to eighteen is mentioned; a battery of these I would furnish from the Permanent Artillery reserve, as steadiness in the handling of field guns and accuracy of fire are most important in field operations, and to these qualities the success of a defence may often be attributed.

SATURDAY, 12 MARCH, 1881.

Colonel William Acland Anderson, C.M.G., examined:—

Col. W. A. Anderson, C.M.G.
12 Mar., 1881.

187. How long have you been in command of the Victorian local forces? Nineteen years—last ten of which under the "Discipline Act." My present commission under that Act is Officer Commanding the Local Forces of H.M. Government in Victoria—rank of Colonel. I served in the Imperial Service as Adjutant, extra A.D.C., and left as a Captain. I organised and commanded as a Volunteer Colonel the first Volunteer Force raised by a Government in the Australian Colonies.

188. Have you a permanent force at the present time established in Victoria? No; only one officer and twelve men left out of the late battery, the twelve men being employed as labourers in the Ordnance Stores.

189. Do you consider that a permanent, or regular force, as a nucleus for the rest of the defence forces, is absolutely necessary? Yes.

190. What are your views as to the organization and general constitution of such a force? I think that any force so maintained by the Governments of these Colonies should not be enrolled for any long period; that is, that their services should not extend beyond (say) three years. I think that to secure men of good physique and character and intelligence, before enlistment a definite promise should be held out to them of employment, as vacancies occur, in Government departments where discipline is essential to a greater or less extent, such as the Police, the railways, the Penal department, and Post Office. I am inclined to think it will be found that the Customs and other departments might also be open to such an

an arrangement. I allude distinctly to the employments in the subordinate positions as a commencement; that is, I do not contemplate men being taken from the permanent force to be made officers, or placed in any of the higher grades at first. For example, the men drafted should commence as constables, warders, letter-carriers, porters, &c. I think if this system were adopted two important and several minor ends would be gained. The important ones are, first—men accepting a lower rate of pay with the hope of gaining by good service, in a comparatively short time, a higher position; next, as their transfer to the other departments would depend entirely upon good behaviour, experience shows me that almost a total absence of military crime results, men regarding dismissal at the will and power of their commanding officer as the highest punishment they could receive. During ten years that the Victorian artillery were in barracks I had occasion for only six courts-martial. On each of those occasions the culprits on undergoing sentence were dismissed the force the day they left gaol. I have a great objection in these colonies, where no system of relief exists, for men to take up the profession of a soldier as it were for life or for years. It withdraws them unnecessarily from the industrial capital of the country, and I consider they would deteriorate, however carefully managed by the routine and mode of life inseparable to barracks. Opening of the Government departments to men who have undergone training would enable the Government in the course of a short time to possess a reserve force, the services of which might be made by law available both for occasional drills and for actual service, and this should be one of the conditions on which men should be enrolled. It is only right to state that when the corps upon which I base my remarks was first formed it consisted of 100 men, intended to be drafted into only two departments—the Police and the Penal department. The calculation made by the Chief Commissioner of Police and the Inspector General of Penal Establishments was that their united establishments would absorb about 100 men in three years; but unfortunately for the experiment, owing to a Superannuation Bill being passed for the police, numbers of men were drafted before they had been properly disciplined or properly trained. This gave the impression that but few months' training resulted; but at the time the corps was disbanded it was an absolute fact that no man could be drafted out of the service under three years. I am of opinion that the selection of men on the above basis should be by a Board, of which the permanent heads of the departments for which they are ultimately intended should be members, under the presidency of the commandant. Probably the physique and requirements would differ for the several departments; hence a standard would have to be laid down of size, age, and educational requirements, &c. If this were done, the result no doubt would be that the Board would assemble to examine the candidates under the arrangement which would lead to suitable men being ultimately drafted to them. The proceedings of the Board should be that the candidates having been beforehand duly measured, heights, weights, age, &c., recorded, each candidate having been made to write a short sentence or two from dictation, under the supervision of a trustworthy non-commissioned officer, to examine each candidate chiefly with a view of ascertaining his intelligence, general fitness, previous history, and as far as possible to verify the age stated by him. After this, medical examination would ensue for those approved of by the Board, and those passed by the doctor would then be handed over to the military authorities, with whom there should be no interference, until one of the departments requisition for men, on which the military authorities would select probably according to seniority, good character, and the peculiar qualifications required for each of the Civil Service branches. Men should be enlisted for the permanent force between the ages of eighteen and twenty-seven, with the exception of ex-Imperial artillerymen, who, if enlisted after that age, should not be eligible for the Civil Service.

Col. W. A.
Anderson,
C.M.G.
12 Mar., 1881.

191. As the wages are pretty much the same in all the Colonies, there being no material difference, at what rate do you think you could enrol men for service in the force you indicate? I can only go by the Victorian rate. The men received 2s. a day and all found. It is better to give the total cost, including everything. When the force consisted of two officers and 139 men, the total cost per head per annum was £86, including everything. The corps was under-officered.

192. Do you consider that if these men are kept for five years in barracks they would deteriorate from want of change and relief, and become more or less unfit for earning their own living on discharge? I think it too long according to the scheme I advocate, but not too long if the men are to be considered as soldiers and not to pass into the Government service. I exclude non-commissioned officers, who should be engaged on a different footing.

193. Would you recommend that in a permanent or regular force men should be allowed to marry? Certainly, in these colonies. I consider that where population is so much required men should be allowed to marry, but not allowed to live out of barracks, except as an indulgence. From my experience I did not find that the proportion of marriages became too great. I attribute this to the reason that as the married men only received 1s. extra a day, and no rations for their wives or family, they could not afford to marry as a general rule.

194. Then you do not propose increased allowances to married men, nor provision of any kind as to quarters in barracks? No, not except the 1s. a day.

195. Are you in favour of the formation of an Australian federal regiment of artillery, for service throughout Australia? I should be greatly in favour of such a regiment if the difficulties attending its formation could be got over, and the reciprocity required from the various colonies obtained. I understand the formation of such a regiment is proposed for the relief of detachments from one colony to another, under the direction of some general head who does not belong to any one of the commands.

196. How long do you think it would be required to form a good artilleryman, and also a good infantry man? If the class of men indicated by me be enrolled, that is, men possessing a certain amount of education and intelligence, I think eighteen months for artillery, provided they are not too much engaged outside, and infantry eight months.

197. Under what sort of disciplinary code should such a permanent or regular artillery force as you describe be placed? In reply to this question I am not speaking of the Federal Regiment alluded to, but to a permanent force. I think that it will be found quite sufficient to allow the Commandant to assemble Courts-martial with the power of inflicting imprisonment with or without hard labour for a period not exceeding twelve months; the power of dismissal at will; the power of minor punishments, such as stoppage of pay, cells, &c. I may state that my reason for not recommending the Imperial Army Discipline Act, is that I feel certain no severe punishment such as death, or a long period of penal servitude, would ever be carried out in time of peace; in war the forces pass under the Imperial Act.

198. Then what would you propose for minor punishments, and what was your practice in Melbourne? The minor punishments authorized by the Military and Naval Discipline Act of Victoria were stoppages of

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of pay, &c., when in confinement under the sentence of any Court, absence from duty without leave, or under any charge of which a man would be afterwards convicted by any Court of criminal jurisdiction. The commanding officer had power to fine to the amount of 20s., with the alternative of solitary confinement not exceeding twenty-four hours. The other punishments used were confinement to barracks, extra guards, fatigue duty, &c., and stoppage of all indulgences, for an unlimited period.

199. How would you propose to supply the officers for the force you have described? I propose that as a rule all the non-commissioned officers should be, or should have been, in the Royal Artillery, and that the Permanent Artillery should be under the control of an officer who has been, or is, in the Royal Artillery. But I decidedly advise that local officers having the necessary qualifications be encouraged to enter.

200. Do you not consider that some inducement should be held out to officers serving in colonial permanent or regular forces to make the service a profession? Unless this be done, officers will naturally seek to obtain better remunerated employment. This could be easily accomplished in colonies where Civil Service retirements are provided by putting officers on the same footing, both in regard to themselves and their widows. In other colonies suitable provision should be made for the like purpose.

201. Would you subject the officers on first appointment to an entrance examination? In the case of artillery officers the Commandant should use his discretion, but provisional commissions should be issued to enable aspirants to qualify.

202. In estimating the total number of garrison artillery required for the system of defence, would you calculate it on any particular basis, such as the number of men that would be required to man the greatest number of guns that could be in action at any particular time? The estimate should be based upon the number per gun, and on an average twelve men per gun would be required.

203. What proportion out of that number per gun do you consider should be taken from the permanent or regular force? I should take two-thirds from the permanent artillery and the reserves, and the remainder from volunteer artillery, with the exception of the field batteries, which should be worked by the volunteer artillery; the garrison guns to be worked in the proportion named.

204. In the case of a volunteer field-battery, do you consider it necessary that the drivers should be taken from the regular artillery? No; not in these colonies, where competent drivers are so easily obtained for such services as are required in this Colony.

205. Is it not possible to train the volunteer field artillerymen to act as drivers? There is no difficulty whatever in the way of training them as drivers for such services as would be required.

206. Is it necessary that the permanent artillery should instruct the drivers? No, provided there are competent instructors attached to the volunteers.

207. Do you recommend that horses should be kept for the field batteries, to be utilized, when not required for drill, for other Government purposes? No; I do not think that plan would work.

208. With reference to the maintenance of a permanent force, do you consider that a portion of it should be composed of infantry? I do not, provided there is a sufficient militia or volunteer force properly kept up in drill and strength.

MONDAY, 14 MARCH, 1881.

Colonel William Acland Anderson, C.M.G., further examined:—

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209. Do you think officers of the Royal Artillery should be induced to leave the Imperial service and take service with the Colonial force? I object to holding out inducements to officers to leave the Imperial service. I consider the employment in these Colonies too precarious for that responsibility to be assumed. I think it would be safer to notify the authorities at home the probabilities of employment, and to let officers make their own applications, accompanied with certificates of their qualifications.

210. How would you prevent colonial officers from rusting, and how are they to be kept conversant with the changes in military matters generally? The co-operation of the Imperial Government may be assumed on this point; in fact it has promised to give facilities to colonial officers going home for study. I therefore quite agree with Colonel Richardson as to the expediency of sending home from time to time such officers as the Commandant may select.

TUESDAY, 15 MARCH, 1881.

Colonel William Acland Anderson, C.M.G., further examined:—

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211. Are you in favour of a purely volunteer force on the English model, or of a paid volunteer force? I am in favour of an extended volunteer force throughout the Colony of New South Wales, and that no difference should be made as to the allowances, &c., given to one portion thereof more than another. If the interests of the Colony require a certain body of more highly trained men outside of the permanent force, it should be of different designation, such as militia. I think that it would never answer, for various reasons, to give emoluments to one portion of the volunteer force and not to others; nor do I consider that any volunteer officer should receive any greater allowance than the men under his command, and this is one of the reasons why I suggest the adoption of the word "militia" to those men who are subjected to more severe discipline, and who derive an actual money benefit from their services. I further consider that the position of gentlemen holding commissions should entail a certain amount of expense, which they should be able to defray out of their own pockets before they place themselves in a position which is inevitably attended with expenditure. I do not mean in this to include horse allowance for mounted duties. I am unquestionably of opinion that no attendance at drill, camps, &c., should entail the necessity of personal expenditure, but I am equally against anything like profit being derived from the services of a volunteer. I use the word "volunteer" in contradistinction to militia.

212. What is the constitution of the purely volunteer force you recommend? It is impossible to answer this question without knowing whether a permanent force, and perhaps a militia force, is to be maintained, but looking solely to the volunteer question, both as a valuable aid in time of war and as developing and maintaining a proper martial spirit in these Colonies, with a knowledge of the use of arms and the benefits which result from discipline more or less applied, I think that all centres of population connected with the

the metropolis by rail should have some form or other of a purely volunteer force, whether it take the form of rifle companies under proper control or volunteers on the model of the English system. Unless such step be taken, I fear that the native portion of the population will in the course of a few years lose all the martial instincts inherent to our race, and further that they will not attain the advantages which are proved to result in Great Britain and in these Colonies from giving young men an interest in some object which withdraws them from the idleness of disengaged hours. I attach particular importance, from my long experience, to the good resulting from such an organization as bringing class together with class, and thus leading to the abolition of class prejudices. I thus, as an old colonist, give my views as much from a social as from a military point of view.

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213. Will you state the expenses connected with the encampments held in Victoria? The greatest number of men that I have known at any of these camps has been from 2,500 to 2,700. These encampments have invariably been held at a distance of not less than 25 miles from the metropolis, sites being selected as central. At such camps the commanding officers of all such men have been allowed to draw at the rate of 2s. 6d. per diem for sustenance, &c., and in addition to this, the Government have provided tents, straw, fuel, and transport by rail. The total expenses, counting everything except railways, have always been nearly £2,000. When country volunteers are brought to head-quarters for parade in the vicinity of the town, the up country corps have been allowed 2s. 6d. a day for expenses, and the men of the home district 1s., but on these occasions the men have not camped out.

THURSDAY, 17 MARCH, 1881.

Colonel William Acland Anderson, C.M.G., further examined:—

214. Will you state your views with regard to the composition and strength of a field force required to resist land attacks? From the information I have been able to gather, chiefly from the Commandant of New South Wales and the other officers questioned, I infer that some 3,000 men are required in addition to the permanent force of artillery, which the officers of that arm deem necessary, not only for the preservation of guns, and artillery and torpedo material of war, in time of peace, but also for the manning of the guns in time of war. I observe that stress is laid by the artillery officers forming part of the sub-committee upon the point that they recommend a system by which the permanent artillery force can be assisted by men from a reserve, if established. I therefore feel free to speak about the field force. With my limited knowledge of the Colony of New South Wales, and being greatly guided by the opinions of the local officers, I presume that a force of at least 3,000 men should be available for the field force. I think it will be for the Commandant to decide as to the proportions of each branch—cavalry, volunteer artillery, engineers, and infantry; always presuming that the Commandant would surely direct at his discretion such signal parties as were necessary to be provided for the use of the field force, from the forces under his command. The exigencies of this Colony seem to point out that a militia force of infantry should be provided and maintained. I consider the present organization of infantry as *de facto* a militia force, and I cannot reconcile to myself that it should bear the designation of a volunteer force, inasmuch as it is perfectly clear to me that the members thereof, officers included, are serving in consideration of the emoluments they receive. I therefore, individually, should prefer that such a force should not be called a volunteer force. I have no objection to the term "volunteer militia." I am most strongly of opinion, irrespective of a permanent force, that the only way of maintaining the absolutely required martial spirit throughout these colonies is by a provision for either a purely volunteer force or some such system as I understand prevails in South Australia, under the designation of rifle companies. But I am equally clear that those companies should be definitely under the control of the Commandant, and that there should be no intervening power between them and the Commandant. In fact I regard the proposition of rifle companies as another name for pure volunteers, and admitting that the Government provide these rifle companies with any Government assistance, such as arms, &c., no Rifle Association should have the slightest power to interfere as to their military organization. As to the constitution of the field force, and irrespective of the infantry force which may be considered necessary to be maintained on a militia system, I am strongly in favour—for reasons I have already set forth—defensive and social—of a volunteer force being encouraged throughout the Colony. I find, taking the statistics from the year 1871 to the year 1880, that the average attendance of the purely volunteer force in Victoria at camps and general parades is from 78 per cent. down to 59 per cent. It must be remembered that this average is greatly reduced by the fact of the long distances at which many of the country corps reside, and that it is still further reduced by the fact that the 300 artillerymen maintained in the western district cannot attend on these occasions. When such a percentage as this has been reached in face of the general want of co-operation on the part of the employers of labour, I am of opinion that the enrolment of such a force, not only for the reasons I have adduced, but from a practical and defensive point of view, is not to be under-estimated. I therefore say that, whilst agreeing with the previous evidence of my brother Commissioners as to the general numbers of the force, and always subject to the recommendations of the Commandant, who must be the best judge as to the requirements of the force under his command for the defence of the colony, and for which he will undoubtedly be held responsible—subject always to superior control, if that be provided for—I abstain from giving any definite division of the forces which are to compose the said 3,000 men. Generally speaking, I should recommend first a regiment of cavalry,—one troop to be raised in the immediate vicinity of the metropolis (Sydney), trained entirely to the duties of mounted riflemen, scouts, &c.; and six troops raised in such districts as the Commandant may point out as being easily available for his purpose of defence, the number of each troop not to exceed for the capitation allowance more than thirty effectives, unless when a troop has provided horses for a gun at its own expense, when twelve extra to be allowed. I found, during fourteen years' experience of this system—that is, allowing a gun to each troop of cavalry—that not only does the artillery drill afford an interesting break in the routine of training, but the system has never failed at any general muster of the force under my command, to the extent that I could obtain from the cavalry a battery full-horsed without a farthing's expense to the Government, and it has crossed the roughest country that we have ever had troops mustered upon in Victoria. I do not presume for a moment to say that a battery so formed can be in the least degree supposed to equal horse artillery; but I will say that, inasmuch as all the members of the gun detachment are mounted, I have found great celerity of movement over the field batteries, the men of which, necessarily in our Colonies, cannot all be mounted,

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mounted, and I think I have had but one accident over the roughest ground from the upsetting of a gun-carriage. With regard to the only class from which a cavalry force from these Colonies can be procured, inasmuch as the volunteer not only gives his own services but also those of his horse, for his military obligations—the yeoman class settled upon the land—I consider the introduction of that class of the greatest importance to any Colonial force. I have heard the remarks of the other members of the Commission as to a preponderance of the field artillery element being required in these Colonies—a proportion above that in Her Majesty's army—and I quite appreciate the reasons given for this by Colonel Downes, Colonel Scratchley, and Colonel Roberts. So much has this been felt by me heretofore that I have no less than three batteries of field artillery, and one formed from the cavalry, in the force of, say, 3,800 men maintained by the Colony of Victoria. My experience goes to show that the militia infantry force should be restricted to the lowest number of men the Commandant may think fit to provide for, but that the volunteer force generally throughout the Colonies should be extended as far as possible in the centres of population. But I would not allow a single man—officer or private—outside of the permanent or militia force, to have it said of him that he derives the slightest personal emolument for coming forward to do his duty as a citizen in the defence of his country. I think the capitulation allowance in Victoria too low, as I know the straits that commanding officers have been put to to provide what, to my mind, is a most essential requirement, namely, drill-sheds, &c., and other expenses outside the mere question of providing uniform. I further consider that all permanently paid officers, whether on the staff or belonging to the permanent establishment, should be available for "all round" duties at the discretion of the Commandant, and that it would be wise to avoid the institution of special appointments for any duties which the Commandant may see his way to provide for by assigning them to the paid officers. I repeat that gentlemen proffering their services and accepting their commissions as volunteer officers should be in a position to meet the expenses which are inevitably incidental to their rank.

Colonel William Acland Anderson, C.M.G., further examined :—

Col. W. A. Anderson, C.M.G.
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215. Will you state what strength you recommend for the working of the guns in the coast defences provided at Sydney, Botany Bay, and Newcastle, including the garrisons, to man the defensive works in case of attack? On a subject of this kind I defer entirely to the opinion of the artillery officers present on the Commission, and to that of the Commandant commanding the forces. It is impossible, except for an officer thoroughly acquainted with the country, guided by the advice of engineer and artillery officers, to express an opinion; but I do know this, and wish most forcibly to express my opinion that,—inasmuch as coal is one of the most important munitions of war in the present day, Newcastle and Tasmania may be regarded as points which inevitably affect the whole of the defences of the Australias.

FRIDAY, 18 MARCH, 1881.

Colonel William Acland Anderson, C.M.G., further examined :—

Col. W. A. Anderson, C.M.G.
18 Mar., 1881.

216. Will you state your views on the subject of the system of examination which you recommend should be adopted for appointments and promotions in the military forces of the Australian Colonies; first, in the permanent force; secondly, in the volunteer force? For the permanent force I think that the previous evidence of the military officers of the sub-committee tends to show the nature of the examination, and the exemptions therefrom on behalf of ex-imperial officers, on first appointment. I do not think it possible to carry out in its strict integrity the examination laid down for Her Majesty's service for promotions in the corresponding branch of the imperial service—that is, artillery. I am rather inclined to think it will be found of use if the officers of the permanent force should be required as a matter of duty to make reconnaissances, rough military sketches, and to give their ideas in writing of their views as to the defence and practicability of roads, approaches, &c., for all branches of the service, and that these said reports, sketches, &c., should be examined by the Commandant from time to time, so that he might be enabled to form an opinion of the capabilities of each individual officer; that most certainly no such officer should receive promotion until he had passed a course of examination modified by the Commandant from the imperial system. The exigencies of these colonies do not require the very high standard demanded from the scientific branches of her Majesty's army, which are more calculated with regard to the probability of their serving in foreign lands than for merely their drill duties with their own arm. I therefore consider in the examination for promotion of the permanent artillery officers greater stress should be laid upon a knowledge of artillery work, pure and simple; of their guns, and of the appliances and appurtenances directly or indirectly connected therewith. With respect to the officers seeking to be made field officers I think that a knowledge of tactics, strategy, and the support which the three arms of the service are expected to give one to the other, should be in addition required. For a volunteer force I am of opinion that in many cases it is very desirable to give commissions in the first instance without any examination whatever. It is impossible to avoid the element of personal and local influence; in the formation of a new corps men in any locality naturally look up to some one in whom they have confidence as a leading citizen. It is not here out of place to say that whilst I hold very strong opinions as to the practice of nomination by volunteers for any rank above that of non-commissioned officer, I most emphatically declare that it is destructive to all discipline if volunteers have any voice in the selection of officers of superior rank, such as captains, &c. I think the examination for officers of the volunteer force, in the first instance, should be more of an educational one, so that illiterate men may not obtain commissions. I have tried this system for a number of years, and I have had the advice of some of the leading professors and men connected with the University and the large public schools in Victoria, and they all advised me that the first step was to make candidates for commissions in the volunteer force pass an examination in what is commonly called the three R's. Prior to the institution of this step many illiterate men, perfectly unfit to hold commissions, and by their want of education utterly unable to follow up the course of the knowledge to be imparted by lectures and by study of military books, were admitted into the force. I am happy to say these have been got rid of. Following on a volunteer having passed the educational test which makes him eligible for a commission, and his name being duly registered as such, I am then in favour of one of two courses, and I could not say which will work best—either that before he obtains his commission

commission he should be able to pass a technical examination in military matters, not made too severe, for his first grade as officer, subsequent examinations being required for advancement; or the other course is, that he should be merely given, in the first instance, an acting appointment; and the conferring of acting appointments should, in my opinion, entirely rest with the Commandant, as it does with me under the Act under which I serve. The officer so appointed to an acting commission should be subject to passing an examination both on parade and by set questions; but I am very much of opinion that a practical examination on parade will be found the best. The officer so passing should then have his acting commission converted into a substantive one. I have seen many gentlemen who could answer written questions, and who knew the drill book from one end to the other by rote, and who yet could not "size" a company, or "march off a corporal's guard."

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MONDAY, 21 MARCH, 1881.

Colonel William Acland Anderson, C.M.G., further examined:—

217. What amount of compensation is given to volunteers in Victoria, and what amount of work do you get out of them for that compensation? The total strength of the volunteer force of Victoria—of all arms, including cavalry, field artillery, garrison artillery, engineers, torpedo, signalling and rifle corps—has averaged for the past fourteen years about 3,480 men. There has been a singular regularity in the number of men who have been passed from the force, but who may have enlisted in other corps. Those who have retired from the force, and have been replaced by an equivalent number, have amounted to 700 per annum. On the 1st July last 238 men only out of the 3,480 were returned as non-effective. It is to be understood that the term "non-effective" applies to any volunteer who fails to attend one or more of the allotted number of drills for his year's qualification; but it does not mean that any such volunteer is necessarily inefficient, inasmuch as, from sickness, absence, &c., some of the best men fail to classify as effective. The Government grant is absolutely nothing for those classified as non-effective. None of the volunteers under my command receive any personal allowance whatever, unless it be considered that three officers per battalion of infantry, the three field batteries considered as a brigade, and the garrison artillery, draw horse allowance. I am not including the charge for railway transport of troops, as the custom has sometimes been to charge the military department with the fares for such troops and sometimes to write them off. From a return in my hand, I find that in 1859 a general augmentation was authorized under my predecessor, Colonel Pitt, and at the end of that year he had only 1,600 men. From 1860 to 1880—the financial year of Victoria ending on the 30th June—the average strength of the force during twenty-one years ranged from 4,535 men to 3,306; but it must be remembered that prior to 1863 the effective system had not been introduced. I wish it to be clearly understood that I do not think the same amount of efficiency could be procured from volunteers as exists under the militia system. In fact the whole thing comes to a consideration as to cost and numbers, and the application, for various reasons, as stated in my previous evidence, of the necessity for extending the volunteer principle throughout the Colonies. It is also to be noted that no system exists, as far as I am aware, in any Colony but South Australia, as to the formation of what is there termed rifle companies. I take these rifle companies to mean purely volunteers, the only assistance granted to them by the Government being the supply of arms and a fixed quantity of ammunition per annum for practice; the members of such companies finding their own uniform, and being to a great extent under the Commandant of the Colony at all times, and certainly so when called out for military exercises, or when brigaded with the other portions of the force under his command. This distinctly leads up to the formation, as far as infantry is concerned, of two distinct bodies outside of a permanent force,—one disciplined on a more or less stringent militia principle, and one on a volunteer system, let it be called either by the name of volunteers or of rifle companies. I do not think that any bad result would accrue if such portions as the Commandants of the several Colonies might think it necessary to be maintained at a higher standard of drill and discipline were designated by some such title as should absolutely disconnect them from the term volunteers, as I hold that volunteers should not receive any personal remuneration whatever. Taking the infantry as an illustration, what is required for the infantry to become effective and thereby acquire the capitation grant is as follows:—An infantry man has to attend (1) two battalion parades; (2), pass two parades for official inspection by the Commandant, or some other officer deputed by him; (3), attend thirteen other parades; and (4) he must have attended seven other parades or drills, in addition to a course of musketry. But no officer commanding a corps is allowed to return in any one month more than eight parades or drills ordered by himself. This qualification is exclusive of general musters for camps, parades, &c.

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218. Would you state whether those drills are performed in the day-time or at night? I regret to say that unless at Easter, or on the Queen's Birthday, the Prince of Wales' Birthday, and similar holidays, it is really impossible to assemble any large number of the force under my command in daylight, more particularly in the home district. In the country districts, where a Wednesday half-holiday prevails to a great extent, and where there is an absence of those amusements which naturally attract young men—such as football, cricket, &c., I do not find this difficulty; and if the Commission will take the trouble to refer to the reports I have made to my Government from time to time, they will find I have pointed out in the clearest possible language the impossibility of imparting knowledge in essential field-training, such as extended order, shelter-trench work, &c., to the Victorian forces.

219. Do you think that the capitation allowance is a sufficient fund under your system? I do not. It certainly is not sufficient for the artillery and the engineers, and in the case of the infantry the commanding officers have frequently to burden themselves with great personal responsibility to provide uniforms and drill-sheds for their men. Indeed I may say the excellent drill-sheds existing in Victoria are provided in a great measure from personal subscriptions from the corporations and civilian members of the district. As to the provision of uniforms I have already stated that, taking the last year as an example, out of 3,480 men 238 men were returned as non-efficient, and 700 men passed through the ranks. This leads to commanding-officers keeping men on their rolls from the time they have qualified as efficient until they have drawn their allowances, consequently the utmost care has to be taken of the uniforms of the men leaving, and they are no doubt cleaned, pressed, &c., and re-issued. This involves great care and management on the part of commanding officers, which I do not think they should be obliged to incur. As the Ordnance war-

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like stores and Barrack department would have to be maintained, whatever description of force may be employed in the Colony, it becomes necessary to separate the cost from what is the proper expenditure of the volunteer force, namely, volunteer forces (3,480 men) including four staff-officers and drill instructors, effective allowances, and incidental expenses, £17,105; average cost per man, £4 18s. 3d.

220. What was your experience as regards the working of the land warrant system? I can only speak from my experience in Victoria. Without any consultation whatever with the military authorities, and very suddenly by an amendment of the Land Bill sent to the Upper House by the Legislative Assembly, a clause was introduced granting land-warrants to volunteers for five years' efficient service; hence this including services before the effective system was introduced, was retrospective. The result was that this having been passed into law, many of the very best men of the force did not receive a warrant. So much did I foresee that this would be the result that I asked the Government to appoint a Board outside of me altogether, of which only one of my staff should be a member, to consider the claims. This Board was formed under the presidency of the Surveyor-General and other heads of departments, the late Captain Stubbs being the only military member. I am sure this Board did their very best, but the result was not satisfactory. The total cost of the land warrants to the State was up to the time it was abolished in 1869, £139,683. This increased the average cost of the whole force from 1863 to 1869 by about £7 per head per annum.

221. In addition to your £4 18s? An addition of £2 2s. Not the slightest good resulted from it, and on its abolition it in no way affected the strength of the force, nor has it done so since. As a rule the men obtaining the warrants sold them in the market to speculators; and as to leading to any settlement on the land, I need not say it was an utter failure. Although I should in any case have resisted the principle, it would have been far better to have given the men the £50 in money than to have put them in possession of these warrants.

TUESDAY, 22 MARCH, 1881.

Colonel William Acland Anderson, C.M.G., further examined :—

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22 Mar., 1881.

222. Do you consider a reserve force of artillery, composed of men who have passed through the permanent force, desirable? Yes.

223. Do you think the permanent artillery force should have charge of the maintenance of the coast defences? Unquestionably.

224. Would you employ them in connection with the custody and management of warlike stores? Certainly, and not only as a necessity, but with a view to economy.

225. Do you think it would be wise to reduce the strength of the permanent artillery force below 300 officers and men at the present time? I have already recommended a force of between 300 and 400 men until time permits of the formation of a reserve.

226. Do you consider a permanent infantry force necessary? No.

227. By a paid system do you not limit the number of men trained to arms? A paid system must necessarily limit the number of men under arms. Whilst I have testified to maintaining in the Colony of New South Wales a permanent force and some 1,500 to 1,800 militia, I have also recommended the extension of the purely volunteer element throughout the Colony, up to the extent of 4,000 men, inclusive of militia.

228. How would you meet the case of men who are anxious to join the volunteer force, especially in the country districts? I would not permit the formation of any volunteer corps except its services could be immediately available by railway or other speedy communication with the metropolis. I have no objection whatever to urge against the formation of rifle companies, provided always that they are under the control of the officer commanding the local forces, but I see very clearly that great waste of money will be the inevitable result of providing such companies with arms and accoutrements. These rifle companies will not be content, however they may have commenced, without finally obtaining the modern arm of the British Army. This may be taken to cost in this Colony about £4 15s. per rifle, and it is impossible to suppose but that with a shifting population great loss would be sustained by the issue of such arms without proper discipline and supervision.

229. What do you consider should be done to ensure the supply of ammunition in time of war? Owing to the prevalent use of other explosives than gunpowder for mining and other commercial purposes, I think it would be very unwise to establish a powder factory in these colonies, even for general purposes, every ingredient for the manufacture of which would have to be imported, with the exception of, perhaps, sulphur from New Zealand. On the other hand, every military man knows that the special ammunition required for the Martini-Henry rifle, with which all the forces are armed, would be difficult to obtain from the War Department in a case of emergency. I am aware that the local forces, who take much interest in rifle shooting, would prefer to carry on their matches for many reasons with the imported ammunition, but it is absurd to suppose that given the necessary machinery, small arms ammunition fit for all war purposes could not be manufactured in the colonies. The lead-rolling factories exist for the production of the required bullets, and the other minor points, as I am advised by an expert, should not cost much. I have recommended to my Government to maintain a reserve of 1,000 rounds per rifle, and I am rather inclined to think, all things considered, that I have under estimated the requirements. Be that as it may, any actuary will inform the Commission of the gain which would accrue to the Governments of these colonies by being saved the necessity of investing money for the reserve ammunition in question. All that is required is to provide the annual expenditure for match purposes, and for which all the volunteers in these colonies pay themselves, and to establish a factory which would guard against two evils—first, the probability of supplies being cut off in time of war; and secondly, the loss of interest on capital expended, and the inevitable deterioration of ammunition kept long in store.

230. What should be the duty and term of office of the Imperial officer you recommend should be engaged by the Australian Governments? If it is distinctly understood that my recommendation goes to the employment of a superior officer unconnected with any of the Governments of these colonies, but who would be available as an adviser, I can give my recommendation. I do not think it is possible to exaggerate the advantages which would arise from an appointment of this nature; not only would it afford means of deciding many military points, but it would give great relief to any Government from the pressure which is invariably brought to bear when the interests of any individual in the military forces, volunteer or otherwise, are under consideration.

231. What are your views with regard to the management and custody of the warlike stores in the Colony? The officer commanding the forces should be held responsible to his Government for the management and custody of the warlike stores belonging to the Colonial Government. At present it is manifest that he has neither the power nor the supervision, nor can he in any way be chargeable with neglect of duty as to the maintenance of the supplies. The evidence shows that he neither receives proper periodical returns of expenditure and supply, nor has he at his disposal any safeguard but the so-called Military Store Board.

Col. W. A.
Anderson,
C.M.G.
22 Mar., 1881.

THURSDAY, 24 MARCH, 1881.

Colonel William Acland Anderson, C.M.G., further examined:—

232. Do you think that a reduction in the annual military expenditure could be effected, having due regard to the efficiency of the military force, and without material injury to the service? I consider it impossible that the Commandant can entertain this question until that portion of the volunteer force, the Naval Brigade, is by law made to conform to the same standard of drill and efficiency (including the giving up of time during working hours) to which the trained and paid volunteer forces are subject. It is beyond question that the men serving in that corps are placed at a great advantage over the rest of the volunteer force of which they are members, inasmuch, as shown by the evidence received by the Commission, they are not called upon to make any sacrifice of their working hours. However, I consider that, given the fact that the Government will place them in the same category and condition as their brother volunteers, the Commandant could make reductions. I observe by the study of the estimates of expenditure that a larger expenditure is shown than actually exists, inasmuch as, for the year 1880, no less a sum than £10,000 has lapsed to the revenue, but which still remains as a charge on the military department in the public view generally. I am of opinion that a reduction could be made also in the Ordnance Department; and I refer to my evidence, there showing that, to my mind, the Commandant will see his way to make a reduction on the annual cost per man of his trained and paid volunteer force.

Col. W. A.
Anderson,
C.M.G.
24 Mar., 1881.

MONDAY, 28 MARCH, 1881.

Colonel William Acland Anderson, C.M.G., further examined:—

233. What system is in force in the Colony of Victoria in regard to the drilling of boys in public schools? In Victoria the system is that all State school teachers under the Education Act receive increased emolument for the drilling of the boys of the State schools, after having a certificate of proficiency from an officer appointed by the Commandant, and in such places as there are volunteer corps the drill instructors of such corps are made available. I have always opposed, and shall continue to do so, the issue of arms to the boys of the State schools, inasmuch as the boys are, as a rule, too young and too small to be entrusted with arms, and could only be supplied with those of obsolete and useless patterns. Special care is taken by the Rifle Association to provide for matches for Public schools, and prior to the Association matches teams selected by the masters are provided with arms, and a drill instructor sent to teach and coach them. I have seen over 1,000 boys of the State schools drilling without arms, and drilling extremely well.

Col. W. A.
Anderson,
C.M.G.
28 Mar., 1881.

SATURDAY, 12 MARCH, 1881.

Colonel John Soame Richardson examined:—

234. How long have you been in command of the New South Wales local forces, and how long have you been in the service? In command of the local forces from February, 1865, and in the Imperial and Colonial military service from 1864 inclusive.

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Richardson.
12 Mar., 1881.

235. Have you a permanent or regular force at present established in New South Wales? Yes.

236. Do you consider that a permanent or regular force, as a nucleus for the rest of the defence force, is absolutely necessary? Yes.

237. What are your views as to the general organization and constitution of such a force? The organization, as a general rule, should, I think, agree with that of the Imperial system, inasmuch as that is a system matured and perfected, after an experience of almost centuries, and consequently to be regarded as the most suitable for a perfectly efficient military force, *i.e.*, according to English requirements.

238. Have you considered, in connection with the establishment of a force of the character described, the formation of a reserve from men who have passed through that force? I have, on two or three previous occasions, and I have since more latterly alluded to it in my memorandum of the 2nd instant, submitting certain information to this Commission, in which I say that it is advisable "that such Civil departments in the Government service as represented by the police, gaols, railway, &c., should be open as fields of advancement and employment to artillerymen of good character, provided they engaged to enter the reserve for a certain number of years. Men of exceptionally good character might be permitted to enter such service one or two years prior to the termination of their limited engagements in the artillery. The cost of such a force to be confined to the issue of clothing, arms, accoutrements, and ammunition, with a small annual retaining fee in consideration of mustering for drill at certain periods of the year."

239. What would be the term of service in the permanent force you propose? Five years, and, as I have pointed out, reduced to three in certain cases.

240. As no material difference exists between the wages of the several Colonies, at what rate per diem could you enrol men for service in the force you indicate? If the Civil departments were open to artillerymen of good character, I think 2s. a day, with the usual allowances granted to soldiers, would be sufficient to secure a desirable class of men.

241. What do you consider, under such circumstances, would be the total cost per man per annum, including pay, allowances, and all contingencies? About £90 a year.

242. Is it in your opinion wise to withdraw men for long service in barracks from the general industries of the Colonies, and do you consider that if kept for even five years in barracks they would from want of change and relief deteriorate, and become more or less unfit for earning their living on discharge? I think,

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think, in the first instance, that the usefulness of the force as a fighting body should be considered, such being the primary condition of its existence. I do not think that the retention of men in barracks for five years would have any prejudicial effect in regard to their taking to civil avocations after discharge, and I also think that their military training could not but make them better citizens. I am of course speaking of our present small force. With a large force there might be some such objection.

243. Between what limits of age would you enlist men for the permanent force? I would commence at 18, because in these colonies the youth are more advanced than in the old country, and as to the maximum, which has been fixed here at 40, that was adopted principally to secure ex-artillerymen, but I think that this age might be much reduced with benefit to the service.

244. Would you recommend that in a permanent or regular force men should be allowed to marry? I see no particular objection, inasmuch as the conditions of service in the Colony do not press so heavily as they do in the Imperial service on the married men. Had we rejected married men, we should have failed to secure the services of valuable non-commissioned officers and others. Our artillery is not subject to be moved about in the same way as Imperial regiments. But were it under the same conditions as obtain in the Imperial service, I think marriage should then be restricted to very small limits.

245. Would you enrol married men? No; only to a comparatively limited extent, and provided they were from previous training likely to form valuable non-commissioned officers.

246. Would you propose increased allowances to married men, such as lodgings, if quarters were not available in barracks? I would.

247. Assuming that the Governments of the other Australian Colonies agreed to the formation of a force upon the principle that the men should be enrolled for a certain number of years, on the distinct understanding that they should be given employment after good service during that term of years, would you approve of the formation of such a force for Australia generally? Certainly. It would be far more effective than the system of disjointed local corps.

248. In fact you would advocate the formation of an Australian federal regiment of artillery? Certainly.

249. How long do you consider it would take to form a good artilleryman, and also a good infantryman? The artilleryman about eighteen months, and the infantry soldier, twelve.

250. Under what sort of disciplinary code should a permanent artillery force be governed? As I before stated, I think the system, as applied to the permanent artillery, should be as far as practicable in consonance with that in the Imperial service, subject, however, to such modified conditions as would be possible and appropriate were certain civil departments open to the employment of artillerymen of good character after discharge.

251. How would you propose to supply the officers for this permanent or regular force? If I were to be called upon to organize an artillery force, I should recommend that application be made to the Home authorities to invite a certain proportion of officers serving in the Royal Artillery (who might be desirable, if sufficient inducement were offered) to retire from the Royal Artillery and take service with the Colony. Other officers might be supplied from those who have retired from the service, and whose previous training might fit them for the resumption of military duty. I should also encourage the sons of leading colonists to enter the force as a profession.

252. Do you not think that inducements should be held out to the officers, such as those which obtain in the Imperial service, to induce them to take service and look upon it as a permanent profession? I do not think, except under some such system as would secure a permanency of employment, with a prospect of some provision at the end of their military service, that the best stamp of officers could be secured, as otherwise officers are liable to regard their present employment as temporary, and from the absence of such provision they are continually on the look-out for employment of a more lucrative nature. By making these officers regard the service as a profession, increased discipline, efficiency, and satisfaction with the service must result.

253. With regard to the first appointment of officers, would you subject them to an entrance examination? Not in the case of ex-Imperial artillery officers, but in the case of others it would be desirable that their commissions should be of a probationary nature, subject to ultimate examination, for I see no way by which their services could be secured if dependent upon passing an artillery examination prior to entering into the service, as of necessity they must be profoundly ignorant of artillery subjects.

254. In assuming the total number of garrison artillery required for a system of defence, on what basis would you form the estimate? It seems to me that the basis already laid down by other witnesses would be correct.

255. In the case of a volunteer field battery do you consider it is necessary that the drivers should be taken from the regular artillery, or would it be possible to train volunteer field artillery men to act as drivers? No; as the movements of field-artillery in this Colony would not be of the complicated and mobile nature necessarily practised in the Imperial service. The volunteer artillery has hitherto satisfactorily trained its own drivers.

256. Do you recommend that any horses should be kept for field-artillery? I think if we kept sufficient horses (say twelve), to man a couple of light field guns for drill purposes and instruction generally, it would be as much as we have a right to expect. These horses could be supplemented with good effect from the carriers' horses sufficient to horse a battery of four guns and to perform the necessary movements with safety and moderate celerity. These permanent horses could no doubt be utilized in the performance of certain Government work in connection with the ordnance stores and barrack service.

257. With reference to the maintenance of a permanent force, do you consider that a portion of it should be composed of infantry? I am inclined to adopt the view expressed by Sir William Jervois and Colonel Scratchley as implied in their report, that a permanent infantry corps is unnecessary, as I consider that a sufficient body of volunteer infantry organized and trained on a militia principle will be ample for all purposes. I also think that the permanent force, both on the score of economy and the withdrawal of able-bodied men from industrial pursuits, should be as small as possible compatible with the efficiency of the service; and to raise a body of permanent infantry would in all probability prejudice the permanency of a like body of artillery which are indispensable to the requirements of the Colony. A stringent examination and continuous training in camp will to some extent compensate for the want of a permanent infantry corps as a school of instruction.

MONDAY, 14 MARCH, 1881.

Colonel John Soame Richardson, further examined :—

258. With regard to the supply of officers, you indicate that officers of the Royal Artillery should be induced to leave the Imperial Service and take service in the colonial forces ; do you think that is a better plan than getting the loan of officers from the Imperial service ? Generally speaking I do, for I have practically found that the subordinate officers of the Imperial service may become impatient of colonial control ; their position is comparatively independent, inasmuch as, if the worst comes to the worst, they can revert to the Imperial service. When relations become strained between the military authorities and those officers the service suffers, and there is moreover a great difficulty in getting rid of them before the term of their engagement is completed.

259. How would you prevent these colonial officers from rusting, and how are they to be kept *au courant* with the changes in military matters generally ? The more responsible officers should be periodically sent home for a year, and required to occupy half the time spent in England in the study of their profession. If one officer a year exclusive of the staff were thus sent the service would be materially benefited without any appreciable additional cost.

260. Is there any other matter which you desire to bring before the Commission, having for its object the improvement of the status of officers ? Yes, the desirability of codification, as formal regulations, such as obtain in the Imperial service, of the pay and allowances of all officers serving under the Army Discipline Act.

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Colonel John Soame Richardson, further examined :—

261. Are you in favour of a pure volunteer force on the English model, or of a paid volunteer force ? Of a volunteer paid force, because I consider that the requirements of the Colony point to a system of training and organization superior to that possessed and practiced by the English volunteers, inasmuch as the position of the volunteer force here demands that they should take the field with only that amount of preparedness which they might gain during peace time ; and having in view the fact of the very small body of regulars, and of there being no militia. The English volunteer force, under the new mobilization scheme, is relegated merely to the defence of garrisons ; here they would have to take the field.

262. Do you think it expedient to call men receiving pay volunteers ? No ; I should prefer calling them a volunteer militia, as the system of training with pay approximates somewhat to the English militia.

263. Will you explain in detail the system now in force in New South Wales, as regards the discipline, training, and pay ? When called out for actual military service, the volunteer force, except as regards the infliction of corporal punishment, is subject to the Army Discipline and Regulation Act, and the articles of war made in pursuance thereof ; when not on actual military service, the officer commanding a corps has power to reduce a non-commissioned officer, subject to the approval of the officer commanding volunteer force, and to summarily discharge a volunteer for misconduct. Officers are subject to arrest, and non-commissioned officers and others to custody, provided they are not so retained longer than whilst the corps is under arms. Volunteers are subject to suspension from military duty pending settlement of the case for which suspended, to fines for minor irregularities and offences against discipline, the same being deducted from pay due, or which may become due. Volunteers are also subject to fines, or in default imprisonment, for non-delivery of arms, clothing, and accoutrements to commanding officer, as also fines for pawning, destroying, damaging, or selling public property issued to them as volunteers ; for not keeping uniform in proper order, or wearing it contrary to orders ; and finally, for neglecting to pay fines and subscriptions. Persons are not enrolled in the force under the age of 18 years, or above 45, except in the case of trumpeters and buglers. They are subject to a standard as regards height, chest-measurement, sight, and physique generally, to be determined by the examination of a medical officer of the force. Means exist of getting rid of men who have become incapacitated for the performance of their military duties by reason of age or other infirmity. As regards training, recruits on an average drill four nights a week for three months before they are passed into the ranks. The annual training of the Volunteer Force consists of six days continuously in camp at Easter, and twenty half-days at detached periods, in addition to which the artillery attend shot practice, the engineers and torpedo corps lectures, and the infantry a course of musketry instruction. Officers and non-commissioned officers also attend classes of instruction apart from the above. To be entitled to be deemed efficient a volunteer must have attended during the year six days' continuous training and sixteen out of the twenty half-days, also shot practice, lectures, or musketry, as the case may be. The period of continuous training has especially proved of material advantage in facilitating the acquirements of habits of order, regularity, and discipline, in affording an opportunity for the practice of interior economy, and in bringing the various ranks into real military association with each other. This training is assuredly the backbone of the system, and should if possible be of longer duration ; yet, when combined with the almost fortnightly training on half-days, it is I think as much time as men can be reasonably expected to sacrifice. That the training should be thus distributed over the year, instead of confined to one period, as with the Imperial Militia, I look upon as of service in keeping up a military spirit, as well as proficiency in drill. Recruits receive neither pay nor clothing until passed into the ranks. Pay is granted to all ranks as per estimate. To illustrate, however, the system on which pay is granted, I will quote the case of a private (a) :—10s. for each day's attendance at continuous training in camp, (b) 5s. for each half-day's attendance at detached periods of training, (c) bonus of £4 at end of year in consideration of having qualified as an efficient. Thus, although a volunteer failing to qualify as an efficient will not receive the £4 which goes with efficiency, he will still receive pay at the rates indicated in (a) 10s. and (b) 5s. per day for such attendance as he may actually have given ; but no pay is granted for non-attendance, neither is pay issued specially for shot practice, lectures, or musketry, beyond that granted for efficiency, on which it is therefore dependent. I may here be permitted to observe that radical and important improvements have been effected in the military system as applied to the re-organised Volunteer Force. By the consolidation of regiments, the responsibility and command is now vested in the regimental commanding officer, instead of, as hitherto, in the various captains of batteries and companies comprising the regiment ; consequently unity in the administration of discipline and command is secured, together with a more complete and exacting chain of responsibility throughout the various ranks, and the practice in peace times of a system of regimental interior

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interior economy such as would of necessity have to be observed in time of war, and which is indeed in conformity with the fundamental principles of all military organizations. By the appointment of professionally trained military men to the staff or regiments and corps to act as adjutants, sergeant-majors, and quartermaster sergeants, and paid to devote the whole of their time to the performance of regimental duties, to afford the requisite instruction, and generally to assist their immediate commanding officers, such prompt attention is given to matters of regimental business as could not be rendered by commanding officers engaged in civil avocations. It is also worthy of note that the principles upon which the re-organization was effected in 1878, accord in almost every important particular with the recommendations made some months subsequent to the colonial re-organization by the Committee appointed to inquire into and report upon the state of the Volunteer Forces of Great Britain. The disciplinary code, whilst more severe than that appertaining to a purely Volunteer Force, is yet not equal to that of the Imperial Militia, inasmuch that during peace the Volunteer Force is not subject to the Army Discipline and Regulation Act, but to the local enactments and penalties before specified. Judging, however, by the extremely rare occasions on which any irregularities have been committed, these penalties, when combined with a money payment for services performed, seem sufficient to preserve discipline. As a matter of fact, the force is under control and governed with comparative ease. I also judge that the service is popular, by reason of the absence of complaints, and the facility with which the numbers could be increased if necessary. The officers generally are appointed by the Governor in Council, but any volunteer corps may recommend to the Governor any enrolled members thereof to be officers of such corps, of a rank not higher than captain of a troop, battery, or company, provided that no corps may so recommend any persons to be officers of the volunteer permanent staff. Candidates for commissions must prior to appointment have passed the Civil Service examination of the colony, or an examination of a higher degree. The appointment and promotion of officers is also regulated by stringent test examinations on military subjects. Promotions up to the rank of captain are made by seniority, subject to examination; beyond that grade by selection and examination. Non-commissioned officers are appointed by officers commanding regiments and corps, subject to the approval of the officer commanding volunteer force, and test examinations.

264. Are there any changes or improvements that you think desirable? I should recommend an alteration in the Act with a view to a change in the designation, namely, to that of a volunteer militia, and that the election of officers by corps be done away with. Exception has been taken that volunteers can leave by giving fourteen days' notice. If therefore it is considered by the Commission that they should be enrolled for a fixed period, it might be carried out by an alteration in the Act. But I do not think such a course necessary, as from my experience of volunteers and Englishmen generally, I am sure that on the approach of danger, instead of attempting to quit their corps, they would remain. Exception has also been taken that during peace time this force is not under the Army Discipline Act, but for the reasons above given I hardly think it a necessity; however, I am ready to be guided by the views of the Commission. A retirement scheme for officers is necessary to prevent stagnation of promotion, &c.

265. Referring to your memorandum of the 2nd instant, it would appear that a purely volunteer system has scarcely been tried in New South Wales for any length of time. Can you give reasons for this? The first purely volunteer force failed in 1855, but for what reason I am not able to say; the second in 1867, and the third in 1878. The principal causes of these successive failures to maintain a purely volunteer force in a sufficient state of efficiency for any considerable period are, I think, that men as a rule are not willing to make considerable inroads on their business and leisure hours to go through a monotonous and troublesome curriculum of military duties, and to submit themselves to what may be to unpalatable discipline for nothing. The interest of the movement gradually dies out.

266. You are aware that in Great Britain the volunteer force has in successive years improved in efficiency, and that the stringency of the regulations has also been increased: why should there be greater difficulty in Australia in raising a purely volunteer force on the English model? The limited population and the greater severity of the training as compared with the English training; and possibly the Naval Brigade, also a volunteer corps, being in receipt of pay, made other volunteer corps unwilling to serve on an inferior and obviously inequitable footing.

267. Is it the case that there are numbers of men who are willing to join a purely volunteer force at this present moment? There may be many who would join, but I do not think with the intention of continuing their services, if the training were at all severe.

268. Do you not think the system of payment shuts out the more independent classes among the population; in fact, is there a marked difference between the rank and file under the old system and the present system? The commanding officers have informed me that the force has improved in this respect from that which existed in 1878.

269. Supposing your force were increased by doubling the number, would you have any difficulty in filling it up from Sydney and its environs? I do not think there would be any difficulty. In the country districts we could raise them three times over.

270. You do not think there is any difficulty in the compulsory attendance at camp? No; I meet it in this way,—by making the efficiency money, which equals one-third of the whole, dependent upon their doing that training. If there were not rather a high sum given for each continuous day there must be something in the shape of deferred pay or bonus to make them come.

271. That 10s. a day is quite as much as the average wage would be? I think quite; taking the average it is a little above.

272. Do you think the employers of labour object to their men being taken away for this attendance in camp? I have known that volunteers have had to leave the force, but as a rule they are enabled by the rate of pay we give them to make arrangements, either by paying substitutes or forfeiting wages. The fact that last year the number of efficient exceeded five-sixths of the whole force speaks to the point.

273. What is the actual time that the men are under drill for the sixteen out of the twenty drills? Generally speaking the drill is for two hours or two hours and a half on an average, but they are under arms from four to five hours sometimes.

274. How do you make up the six days' continuous training? The corps are on the Brigade parade at 10 o'clock on the morning of Good Friday; and they leave after afternoon parade on the following Wednesday. That gives the six days for training.

275. What indulgences do you give them in the way of leave during the continuous training? Men off duty may leave camp after the evening drill, and they must be in before last post.

276.

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276. Supposing you held this encampment at any considerable distance, do you think it would alter the attendance? In nowise. We hold the encampment of the artillery at Middle Head, because of its proximity to the guns, and the infantry at the Victoria Barracks in consequence of its proximity to the various drill grounds.
277. Would it not be an important thing to bring the two encampments together in future? This could not be done without bringing the artillery away from their guns, and if the infantry were moved to Middle Head there is no ground available for manœuvring.
278. What about South Head? There is no available ground there—it is very broken; you could not drill there.
279. Where does the volunteer artillery encamp? At Middle Head, under Colonel Roberts.
280. Could not part of the field batteries be encamped with the infantry and engineers? I intend when the field battery is trained that it shall encamp with the infantry.
281. Would it not be preferable to take them out in the country, between Botany Bay and Sydney? In organizing and training a new force I deem it of great benefit having it within the barrack walls. After this third training, shortly to commence, I shall be prepared to take it into the country. There are so many matters of small details connected with interior economy, the practice of which is much facilitated by its being inside the barracks and removed from the disturbing influence of visitors, &c.
282. What proportion of old volunteers have you in the present force, both officers and men? Most of the officers, some of the non-commissioned officers, and may be one-third of the men.
283. Do you not by paying the men induce a mercenary feeling in the force? Not more than with the militia or regular service. They are paid for services actually rendered, and which would not and could not be rendered unless they were recompensed. No purely volunteer force is prepared to undergo six days' continuous training and almost fortnightly drills on Saturday afternoons. It would be hopeless to expect a purely volunteer force to submit themselves to a training which I consider absolutely necessary in the absence of a sufficient number of regulars or a purely militia force.
284. You are aware that there is a feeling to extend the purely volunteer system in New South Wales: how would you propose to do so? I would extend it by the formation of a volunteer reserve, open to persons after two or three years' service in the existing force, or perhaps less as also to those volunteers who have served efficiently for five years under the old organization, and in consideration of doing (say) ten drills per annum might be deemed efficient. The force to be provided with clothing, arms, accoutrements, ammunition, and the means of instruction as a military body. In order, however, to work this reserve in the most economical and efficient manner, it should be affiliated to the present volunteer force and have the advantage of the assistance of the paid staff of the several regiments and corps.
285. How would that system apply to places in New South Wales where there are no paid volunteers? They might in the same way be affiliated and have the advantages of the paid staff; for instance, corps in the Western district might be affiliated with the regiment in that district, and the officers of the staff could periodically visit them to train them. Instead of four company regiments, the regiments might then be increased to eight with comparative economy.
286. Assuming that your present force were doubled in numbers and made into a purely volunteer force, do you consider that the increase in numbers would make up for the deficiency in training? Certainly not, because the purely volunteer force cannot undergo such an amount of continuous training as is necessary to inculcate habits of order, regularity, and real discipline, its training being confined to mere routine of drill. Home aptly observes, in effect, that drill is a means to discipline, but drill is not that discipline which alone confers on bodies of men the power of manœuvring in the presence of an enemy.
287. Would you give any reasons? Simply they would not submit to such a training as I consider under the circumstances is positively necessary. The training they would submit to simply gives them a knowledge of drill, but all the practice of interior economy must be neglected from the want of opportunity continuous training, which as I have before said I consider to be the back-bone of the whole system. If troops could be sufficiently trained without this continuous association, then the maintenance of standing armies by the European powers is a mistake.
288. Do you take on in your present force men in the Government employ? Yes.
289. Do you make any exception for men detained on Government duty, sick, or urgent private affairs? We make no allowance between one man and other men; he simply does not get paid for what he does not do. Under certain circumstances a man may get leave, but he does not get pay.
290. What percentage of men are employed on cooking duties in camp? Two men to a company—cook and cook's mate.
291. Do you recognise a good effect on the population of this Colony, socially or morally, from the formation of volunteer corps? I think it must do good; the same as the formation of any body representing order and properly constituted power.
292. Do you think that the martial spirit of this Colony will suffer unless provision be made for country volunteer corps, or some similar organization? I doubt very much, judging from experience, if any volunteer corps would long prosper on a purely volunteer system. Whilst the excitement exists it is all right, but after a certain time they all drop off from want of interest.
293. Have you experienced that the great difficulty lies between the employers and the men employed? I have found no such difficulty under the existing system.
294. Does the present system practically mean that the men enrolled are masters more or less of their own time, to whom the pay is a matter of consideration? I think so.
295. Is the oath of allegiance that the men take to serve in New South Wales only, or in Australia? It is only in the Colony.
296. Do you not consider it would be for the public good if volunteers were enrolled to serve in Australia or Tasmania if required in case of actual service? I think it would be advantageous, if the other Colonies reciprocated.
297. Do you imagine if the oath of allegiance were so altered as to cause volunteers in the event of actual service to serve in Australia and Tasmania that it would prevent men from joining? No, I think not; I think it would raise the status of the forces.
298. Was there any reason for your having no standard of efficiency before 1867? Efficiency was not contemplated under the Order in Council which governed the Force prior to the Act of 1867.
299. Is not the old system practically still in vogue? No.

Col. J. S. Richardson. 300. If land orders ceased in 1874, how is it that some men have been qualifying for them up to the present time? Men who joined previous to the land order system being stopped are maturing their service.

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301. If the present force fills up so well, would you not be able to form a volunteer reserve by limiting the first term of service and then allowing others to join the force? I have already suggested that after two or three years, or a lesser time, those volunteers who wish to join the reserve should be allowed to do so.

302. Upon any remuneration? No, as a purely volunteer force.

303. Do you find that the recruits complete their whole term of drills? No; before the expiration of their three months many leave. This I look upon in a favourable point of view, inasmuch as it guarantees the ultimate completion of the ranks with zealous men, and a recruit costs nothing to the Government until he is passed into the ranks.

TUESDAY, 15 MARCH, 1881.

Colonel John Soame Richardson, further examined:—

Col. J. S. Richardson. 304. Can you state the reasons why the land grants for five years efficient service broke down in this Colony? I do not think they broke down in any way. The system could have been continued to this time, but Parliament considered that the issue of land orders militated against the prosperity of the Colony in regard to the administration of lands, and therefore they determined to stop the issue of fresh land orders after 1874.

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305. Under what regulations did the men earn their land orders? Under the Volunteer Act and Regulations of 1867, which defined the annual efficiency for artillery to consist of sixteen drills, inspection and shot practice, and for infantry fourteen drills, inspection, and musketry every second year.

THURSDAY, 17 MARCH, 1881.

Colonel John Soame Richardson further examined:—

Col. J. S. Richardson. 306. Will you state your views with regard to the composition and strength of the field force required to resist land attacks? I quite agree with the evidence given by Colonel Downes as to the practicability of an extensive organisation for an attack by land, and I have to express the opinion, as I have done on former occasions, that the objective point would be Botany or thereabouts, for I do not think any enemy would be weak enough to select for attack the strongest point of the position, namely the harbour batteries. Holding this opinion, I conceive the efficiency of the field force is almost equal in point of importance with the maintenance of the permanent artillery. As to relying on the navy to defend any particular position, I think it will be found that its duty will be to protect the commerce of Australia generally, and therefore it might happen that the services of the navy would not be available for the defence of this particular position. Neither do I think that we should depend solely upon fixed works to offer all that is necessary for a successful defence. In regard therefore to the composition of the field force, I think as economy must be studied, it should in the first place be composed of 1,525 of a paid force possessing a militia organisation, as recommended by Sir William Jervois and Colonel Scratchley, the remainder to be made up of an unpaid volunteer force, furnished by the reserve and otherwise. This field force should be composed of 100 artillery, 60 engineers, 25 signalling corps, 1,340 infantry all militia, supplemented by 200 mounted police and 1,200 militia reserve and volunteer force, giving a total of 2,925. I take this opportunity of informing the Commission that I have no wish to discourage the formation of a purely volunteer force, but in strongly supporting the system of a paid force, I merely wish to be assured that the Colony possesses a body which has during peace received such a training as will facilitate its taking the field without delay, and that the various ranks possess such a knowledge of their duties as is incident to their position therein, and also capable of being satisfactorily handled in the presence of an enemy. That it must be up to this standard is patent, it being a matter of primary importance that it must be able to perform or meet, for instance, flank movements under fire, and to do this the men must be thoroughly in hand and disciplined. The opportunity to arrive at such a standard is denied, for various reasons, to the purely volunteer force, chiefly by reason of the want of sufficient and proper training. That the purely volunteer force of this Colony has not been in a position to work up to this required standard of discipline and efficiency has, I think, been amply demonstrated by the fact of the successive failures to maintain such a force without a system of compensation for services performed. I do not think it is true economy or wise to place sole reliance on the maintenance at a considerable cost of a force which does not in itself possess the necessary elements of success. If the Colony wants a superior standard of discipline and efficiency it must be content to pay for it. If such could be secured without expense, then there would be no necessity for the maintenance of a regular force.

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Colonel John Soame Richardson further examined:—

Col. J. S. Richardson. 307. Would you see any objection to the torpedo corps being affiliated to the artillery force? Yes. To place the torpedo corps directly under the orders of an officer other than the one directly in command of the garrison and responsible for the conduct of its duties would be to violate the fundamental rule of command as laid down in the Queen's Regulations, wherein it is ordered that when regiments or corps are together in camp or garrison they shall come under the immediate authority of their own commanders, receiving powers and orders from, and solely under the command of the senior officer present. To place an intervening authority between the officer commanding the garrison and the officer commanding the several corps or arms composing it is a practice not sanctioned by the regulations or the practice of the Imperial Army. An intimate relation exists in the Imperial Service between the engineers and the artillery, but it has not been found necessary to place the one arm under the other, or to make either subject to an authority between the officer in supreme command and it. The Queen's Regulations hold officers in command of garrisons responsible for the immediate and advantageous disposal of every description of force under their command, thereby indicating that the control of each arm is to be a direct control. Again, if in the English service the duties of engineers and artillery can be carried on in harmony and without hindrance to the public service, both arms reporting direct to the general in command, why should it not be so here? Is not also such a change of principle in connection with the administration likely to prevent an officer in command being prepared, as he is required to be at all times, with information of the discipline and efficiency

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efficiency of each of the corps under him. To be possessed of this information he must be in direct and continual communication with it, otherwise he cannot know its actual state. Such a change would at once interfere with the direct responsibility of the officer in chief command, lower his position, lessen his authority, and lead, I respectfully submit, to unnecessary red tape. It would be most subversive to discipline and efficiency, inasmuch as his command of the assistance which he derives in the exercise of such command by his direct intercourse with the commanding officers, and his authority within his district, would cease to be supreme. Unity is laid down as very essential to military command. Is the setting up of an *imperium in imperio* conducive to it? To permit the officer in command of the torpedo corps to act as subordinate to the officer commanding artillery would be to enable him to evade his responsibility for that portion of the defences which has been entrusted to him, and he would also, leaning on another, probably cease to exercise his command in the independent manner he ought to do. Whilst fully recognizing the necessity of an intimate and harmonious action between the officers commanding artillery and torpedo corps, I have hitherto arranged for both forces being camped together during the annual continuous training under the officer commanding artillery, and have given facilities for having torpedo stores looked after at the various points by the New South Wales Artillery. At the same time I am not prepared to acquiesce in a violation of the fundamental rules of command. Under the above circumstances, I should oppose any such transfer of command, for if it was carried out, I could not be held responsible for the proper administration of command.

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Colonel John Soame Richardson, further examined :—

308. Will you state what strength you recommend for the working of the guns in the coast defences provided at Sydney, Botany Bay, and Newcastle, including the garrisons to man the defensive works in case of attack? The number of men of the permanent artillery and its reserve, as indicated by the evidence of the artillery officers, are to be confined to three-fifths or four-fifths of the number required to work the guns simultaneously in action. It will therefore be necessary, before one can make a statement as to the number of men, to learn the precise number of guns which would be so situated. I should apply this principle, not only to the harbour batteries, but also to Newcastle and Botany. The permanent artillery would also be supplemented by a proportion of volunteer militia artillery and volunteer reserves, which in my opinion would give sufficient margin for the efficient service of those guns in time of war. Twenty-five of the torpedo corps should be detached in time of war for service at Newcastle. The infantry required for Newcastle would be furnished by two companies of volunteer militia, supplemented by volunteer reserves. At Botany ten of the torpedo corps would be detached and a small garrison of infantry supplied from the field force. In the harbour batteries the permanent artillery would be supplemented by two garrison batteries of volunteer militia and volunteer reserves and infantry detailed from the field force.

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FRIDAY, 18 MARCH, 1881.

Colonel John Soame Richardson, further examined :—

309. Will you explain the system at present in force for the appointment and promotion of the officers in the military forces of the Colony; first the permanent officers, and secondly the Volunteers? As regards the examination of officers for entrance into the permanent artillery, I may state there has hitherto been none, as it would have been absurd to call upon officers who had received no previous training in artillery matters to undergo any examination therein. The examinations for promotion have been conducted as far as possible in accordance with the instructions laid down in the Queen's regulations; but, under modified conditions, inasmuch as with the exception of the officer in command of the artillery, none have had the advantage of the usual preliminary education at Woolwich, or of the scientific training which obtains with imperial artillery officers. The subjects of examination have hitherto been confined to regimental duties, military law, and drill. They have not been examined in such matters as referred to in the foot-note to paragraph 33 of the Queen's regulations, as I consider they have not received, up to the present time, the instruction necessary to enable them to pass such examination. Neither do I consider that the new regulations in regard to the examination in higher subjects could be carried out. For instance, duties in the field which embrace field fortifications, military topography, and tactics to any great extent, can hardly be expected from officers who have not received that scientific and preliminary education necessary to enable them to pass the high standard of examination required in the imperial artillery. In regard to the examination of officers in the volunteer force, I have to point out that, as a preliminary condition of a person holding a Commission, he must have passed the Civil Service examination of the Colony, or an examination of a higher degree. In addition to the above, a subaltern appointed direct must, within one year from the date of his appointment, and a candidate for a commission from the ranks, must, prior to his appointment, pass an examination before a Board of Officers on certain military subjects which, as also for subsequent promotion, are set forth in paragraph 25 of the Volunteer regulations. In addition, all officers are expected to be practically acquainted with the exercises in which they may have been theoretically examined. If any officer appointed direct fails to pass an examination in the subjects laid down he must be examined again within six months, and in the event of a second failure be required to resign his commission. In estimating the eligibility of officers for promotion the examinations passed are considered in conjunction with the reports made by their commanding officers to the officer commanding the volunteer force. In special cases the Governor may waive the examination of any officer appointed to, or promoted in the volunteer force, and I may explain that this last provision is intended to meet the case of officers who have served for a certain period in the Imperial forces.

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MONDAY, 21 MARCH, 1881.

Colonel John Soame Richardson, further examined :—

310. What amount of compensation is given to volunteers, and what amount of work do you get out of them for that compensation? A private may earn as much as £12 per annum, that is, provided he attends six days' continuous training in camp, twenty half-days' training, in addition to shot practice for artillery, lectures for torpedo force and engineers, and musketry for infantry. He only receives pay for the actual duties he performs. The pay of the other ranks is graduated upwards, according to a scale on the same principle.

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Col. J. S. Richardson. 311. Then, exclusive of warlike stores, barracks, &c., and excluding the pay of your officers, staff, and provision for instruction, and the pay or allowances given to volunteer officers, what is the annual cost per man of your paid volunteer force? Between £17 and £18 per head per annum, which includes everything except provision of stores and maintenance of Barrack buildings.

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312. Is it to be understood that under the division of command in your paid volunteer force, such as batteries, battalions, &c., you provide a cadre of paid volunteer officers, adjutants, and instructors, which would be sufficient for the increase of this body should it be deemed necessary in time of war? Yes. I have endeavoured to organise the various corps and regiments on as complete a system as possible, for I attach the highest importance to the training of officers and non-commissioned officers, they being the most difficult to produce on an emergency. If my views are carried out with reference to the formation of a volunteer reserve and extending that principle to purely volunteer corps by the affiliation of such corps to the paid volunteer force, the regiments would be completed to eight companies, worked in an economical and efficient manner, and have the advantage and assistance of the paid staff of these regiments and corps with a very little additional expense.

313. About how much of the amount of £17 or £18, the annual cost per man, do you estimate is due to the camp of instruction, and do you include in your estimate the £500 guaranteed to the Rifle Association for prizes? Of this amount nearly £1 per head is due to the camp of instruction, and the total of £500 is included in the estimate I have already given you. This would reduce the estimate by about 25s. per head.

314. These figures do not correspond with the military grant by Parliament; it is therefore to be inferred that a large sum must have lapsed. Would you explain this? As a matter of fact over £10,000 lapsed to the public purse during the year 1880 in the shape of unexpended balances from the volunteer vote alone.

TUESDAY, 22 MARCH, 1881.

Colonel John Soame Richardson, further examined:—

Col. J. S. Richardson. 315. Do you consider a reserve force of artillery, composed of men who have passed through the permanent force, desirable? Yes, but not actually indispensable, as I consider its place could, if necessary, be filled by the volunteer militia.

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316. What do you consider should be the number of officers in a permanent force consisting (say) of three batteries? I think that the number of officers should remain much as at present, unless the establishment of gunners is considerably reduced, it being of the greatest importance to maintain a proper and sufficient cadre, as the training and education of officers can only be effected through the agency of laborious study and practical experience extending over a considerable period. In addition to which, the corps is so much scattered in detachments as to require a comparatively large proportion of officers.

317. Do you think the permanent artillery force should have charge of the maintenance of the coast defences? I see no reason why ordinary repairs should not be effected by artificers, &c., of the artillery, but, as a matter of business, under the superintendence of an officer of the Works Department, who, from his professional knowledge, would be enabled to exercise a check over both work and expenditure. I am further of opinion that this supervision should extend to all works effected by the artillery. Such an official would perform duties analogous to those of an engineer officer in the Imperial Service.

318. Would you employ them in connection with the custody and management of warlike stores? As the issue of all stores is to a great extent made on account of the artillery, I think, for the purpose of check over issues of the public property, wear and tear, and loss of same, that the custody and management of the reserve warlike stores should be vested in persons unconnected with the corps, in order that the check may be other than a regimental one. I am, however, decidedly of opinion that more use could be made of artillery labour than has hitherto been the case, and with a more economical result.

319. Do you think it would be wise to reduce the strength of the permanent artillery force below 300 officers and men at the present time? This depends entirely upon circumstances. If retrenchment is urgently needed, the formation of the permanent artillery reserve could be at once commenced, and the corps gradually reduced to 200 officers and men.

320. Do you consider a permanent infantry force necessary? No.

321. What additional inducement would you offer volunteer officers and men to become more efficient? As regards the volunteer officers, I think if their status in the military forces was better recognised they would be induced to take more pride in their position. This, I am aware, can only be hoped for when the public generally shall have appreciated the real and intimate association which the force possesses in the general scheme of defence. As regards the men, I am of opinion that the issue of badges for proficiency, combined with a judicious system of prizes for shot practice and skill with the rifle, &c., would be advantageous.

322. By a paid system do you not limit the number of men trained to arms? No, nor do I see any good reason why it should. The fact of maintaining a system of defensive *personnel* with its component parts, approximating not only to that of England in her regulars, militia, and volunteers, but to that of all European nations desirous of numbers, without the comparatively enormous expenditure of maintaining such numbers in the shape of regulars alone, should not prevent the introduction of the purely volunteer element. In point of fact, there are persons desirous of serving in that capacity.

323. How would you meet the case of men who are anxious to join the volunteer force, especially in the country districts? Affiliate them to the volunteer militia.

324. Do you consider it advisable to extend the system of drilling boys in the schools of the Colony? In my opinion it is an admirable system as regards aid to school discipline, familiarising youth to the use of arms and military exercises to a certain point, as also generally improving the physique, &c. But I do not think the system helps to feed the ranks of the volunteer force in any appreciable degree, inasmuch that the drill interferes to a certain extent with play-hours, and thus gives the boys a disinclination to enter the service afterwards.

325. What are your views with regard to the management and custody of the warlike stores in the Colony? I purpose giving my views on this subject in reply to a later question.

326. What do you consider should be done to ensure the supply of ammunition in time of war? Gradually increase the reserve supply by annual indents.

327. What should be the duty and term of office of the imperial officer you recommend should be engaged by the Australian Governments? Five years as inspecting officer and military adviser to the several Governments.

FRIDAY,

FRIDAY, 25 MARCH, 1881.

Colonel John Soame Richardson, further examined :—

328. Do you think that a reduction in the annual military expenditure could be effected, having due regard to the efficiency of the military force and without material injury to the service? In submitting any measure of economy such as is likely to be acceptable to the forces in general and to the public, in being founded on principles of equity, I am of opinion that if a reduction must be carried out it should extend to both the permanent and volunteer branches of the service. In reducing expenditure connected with the permanent force it should not be effected by the curtailment of a fair rate of pay and allowances to individuals, but rather by a reduction in numbers, inasmuch as the professional soldier is precluded from engaging in, and receiving compensation for, any civil employment. As regards the paid volunteer force this consideration does not obtain in the same degree, inasmuch as the members of that force possess the means of livelihood outside any remuneration they may receive for their military services. Under such circumstances and if reduction is inevitable it seems to me that such must be effected in the permanent artillery by a curtailment of numbers, and, in the other branch, by a reduction in pay, combined with less exacting conditions of service. The number of guns which could be simultaneously brought into action is forty, and, judging by the percentage of regular gunners required, it seems to me that 300 permanent artillery without its reserve, or 200 with its reserve, should be the minimum force to be maintained. I should moreover recommend that the necessary reserve should be organized at once from men who have left the force, and that the artillery should be reduced to the minimum number. As regards the paid volunteer force, I should propose to modify the conditions of service, by which some reduction in the rates of pay might possibly be justified. The annual training to consist of six days' continuous training, twelve half-days' training, and sixteen night drills, amongst which would be included the necessary shot practices, lectures, and musketry. The standard of efficiency to be fixed at attendance during the whole of the continuous training—nine half-days out of the twelve, and twelve night drills out of the sixteen. This training would equal about forty-two drills per annum, in addition to affording the opportunity for the practice of interior economy and the acquirement by officers, non-commissioned officers, and others, of a knowledge of their duties in the field, &c.

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MONDAY, 28 MARCH, 1881.

Colonel John Soame Richardson, further examined :—

329. What system is in force in the Colony of New South Wales with regard to the drilling of boys in the Public Schools? All candidates in training for the office of teacher undergo a course of instruction in military drill for six months—twice weekly at the training school. They are taught from the 1st to the 48th section squad drill. If found competent after examination, they receive a certificate showing that they thoroughly understand and are able to instruct in same when appointed to schools. Hitherto, the instructor has signed the certificate; in future the examination, practically and theoretically, will be conducted by Captain Strong, who will sign the certificate. 2. Every school teacher throughout the Colony is required to instruct his pupils once or twice, weekly, for forty-five minutes in squad drill. 3. At most of the principal Public and Denominational Schools in the city and suburbs, two duly qualified drill instructors visit the schools once or twice weekly, and instruct the boys. 4. At ten of the principal Public Schools the upper classes are drilled to the use of arms by the military instructors. 5. The whole system is under Captain Strong's superintendence, who has to visit the schools and report if the instruction is properly carried out. 6. Cadet corps are formed of boys from the various schools and are paraded by Captain Strong once or twice monthly for drill, and twice monthly for target practice. They are drilled once a week by Captain Strong, or by some person appointed by him. They provide their own uniform.

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WEDNESDAY, 30 MARCH, 1881.

Colonel John Soame Richardson, further examined :—

330. Would you state the cost of such a parade as that held on Saturday, 26th instant, so far as the pay of the officers and men of the Volunteers is concerned? £245 16s. 2d. for 829 officers and men.

331. Would you also state the total cost of one of the annual camps for six days' continuous training, so far as the pay of the officers and men of the volunteers (infantry, engineers, and artillery) are concerned? 1880 camp, £4,731.

332. Will you now sum up your evidence, and give a brief outline of your recommendations upon the matters referred to the Commission for report?

Permanent Force.—In regard to the organization and constitution of the permanent force, I am of opinion that it should consist as at present of three garrison batteries of artillery serving under the Army Discipline Act, &c., with enlistment for a period of five years, giving men of good character an opportunity to enter the Civil Service of the Colony. I do not consider the establishment of a permanent infantry force advisable, *i. e.*, provided a paid volunteer militia is maintained, as the latter would be of more service than an insignificant body of regulars, which however highly trained, could neither be ubiquitous nor influence in any appreciable degree in time of war the power of manœuvre of partially trained forces. If it is considered necessary to maintain permanent infantry the number should not be less than 300. I recognize the fact that a small body of infantry would be useful as a school of instruction; but having in view all the circumstances surrounding the defence question, I think it would be best to rely on the artillery school to furnish theoretical instruction to all branches of the force, and on camps to furnish that of a practical nature. In order to improve the status of all officers serving under the Army Discipline Act there should, as in the Imperial Service, be permanency of employment, provision at end of military service; a codification of pay and allowances; and the more responsible officers should from time to time be sent to England to study.

Permanent Force and Reserve.—The permanent force, in combination with a reserve, might be reduced in numbers by permitting men of good character to leave the permanent artillery after three years service, on condition of joining the reserve for a period of five years. Such reserve to receive clothing, arms, accoutrements, and ammunition, with a small retaining fee or pay, in consideration of drilling a few times in the

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the year with the permanent artillery, to which corps it should be affiliated. From the evidence received by the Committee, I do not think any appreciable number of men of good character who might have been transferred to the Civil Service could be counted on to swell this reserve, by reason of their not being available either for periodical drill or service in time of war, consequently to include such men in any scheme of a reserve would be to admit of so much paper strength which is to be avoided. At the same time I think that the fact of opening the Civil Service to artillerymen of good character would no doubt prove a high incentive to men to conduct themselves well whilst serving in the permanent artillery. The necessary legal provisions for the formation of a reserve could be effected by a slight addition to the local Act, with such regulations as might be deemed proper.

Volunteer Force.—The organization and constitution of the volunteer force should remain very much as at present with such alterations in the "Volunteer Act of 1867" as will provide for a classification of the force as volunteer militia and volunteer reserve and the affiliation of the latter to the former; the abolition of the system of election of officers by corps, as also of finance committees. Both branches of this force should also serve under the same regulations, but modified as regards the reserve in such respects as may seem to be appropriate. Under this system the reserve might be economically and efficiently worked, and be required to attend a certain number of parades per annum, for which it should receive Government support in the shape of arms, accoutrements, uniform, and ammunition.

Composition and numbers of Field Force.—This force should be constituted as follows:—

Field artillery	100
Engineers	60
Signalling corps	25
Infantry	1,340
	<hr/>
	1,525
Supplemented by Volunteer Reserve	1,000
And in time of war by four troops of Mounted Police...	200
	<hr/>
Total.....	2,725

I deem it of immense importance that the training of the volunteer militia should in no degree be neglected, for notwithstanding the great importance of field works, yet in themselves they are not sufficient to make up for any deficiency in discipline and manœuvring power of both an offensive and defensive character. To support this view I take the liberty of quoting a very high authority, viz., Colonel Home, who lays down as follows:—"Field fortification can never be a panacea for weakness, and it never ought to be viewed otherwise than in its tactical relation to the general action of the troops fighting. By judiciously using it it becomes an important and valuable auxiliary. The true key to all such questions is to be found by keeping steadily in view that *the passive defence of any position by an army is an absurdity.*" It may be thus gathered that if we are to have an efficient field force, a comparatively large body of regulars, or a volunteer militia of superior training to that of a purely volunteer force, must enter largely into its composition. I prefer the militia as affording a superior number of fairly trained and disciplined troops, possessing a prospect of permanent establishment, such as would hardly be enjoyed if a large body of men is withdrawn from industrial pursuits and maintained as a standing army in the shape of both artillery and infantry.

Ordnance Stores.—The Ordnance Department might remain as now, under the Ordnance Storekeeper, provided that officer was instructed to render returns of all stores when required to the military department, and periodically reporting to the commandant when called on *direct*, verbally or in writing, as to all store services, &c. To carry out all repairs of *matériel* as required by the military department. The Ordnance Storekeeper should also be directed to carry out all requisitions of commandant, if required, without assent of higher authority; placing protests on record, should such grounds as are indicated in the Imperial Instructions for the War Department seem to warrant it. The Ordnance Storekeeper should generally be instructed to facilitate all business connected with stores, with which the officer in command is directly or indirectly concerned, and to regard himself as bound, though not actually on the staff of the military department, to render that department every facility for rapid supply or the taking in charge of stores, repair of *matériel*. He should hold all reserve military stores. The Brigade Pay and Quartermaster might take all pay and barrack business with additional barrack staff, and have charge of the barrack supply stores, camp equipage, &c., the Ordnance Storekeeper being indented on from time to time as holding reserve stores. The Brigade Quartermaster would so replace all stores and be responsible for all matters connected with occupation of barrack buildings, their repairs, &c., &c. To be in short, "Commissary of Military Finance and Supply." All camp stores should be equally issued by him. He should have his supply *depôt* at the Victoria Barracks. The Brigade Quartermaster should be able to perform these duties with proper arrangements as the appointment and intervention of regimental staff for the volunteer force should have relieved him of much quartermaster's work. There would great gain in economy, in rapidity of supply, in the facility of transacting military business by such a transfer to the Brigade Pay and Quartermaster, as he has an experience of military requirements which cannot properly be performed by or be expected from the Ordnance Storekeeper. Much correspondence would also be saved by the former officer always being available for direct conference on matters of supply, &c., &c. As it is the general staff performs a great deal of work connected with the barrack duties, I think the military and civil departments should be separated, as the Ordnance Store department spends much money on and undertakes a great deal of business connected with purely civil work. Much economy would result by the fusion of the Barrack and Ordnance Store department with the Military department, and utilization of military labour in a higher degree.

Strength of the Permanent and other Forces to man Batteries and Harbour Defences generally.—Accepting the principle already laid down that the strength of the permanent artillery with its reserve is to be determined by the number of guns which can be brought simultaneously into action, it would appear that 300 permanent artillery without its reserve, or 200 with its reserve, is all that is absolutely required.

I am, moreover, of opinion that if the necessity of economy is urgent the formation of the reserve could be commenced at once, the above force to be supplemented by 200 volunteer militia garrison artillery, and 200 volunteer reserve.

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In estimating the number of permanent artillery I presume that the batteries practically condemned by Sir William Jervois, such as Bradley's Head, Steel Point, and that intermediate between Middle and George's Head, were not taken into consideration, as the authority above quoted did not consider the maintenance of regular artillery essential on account of these works, which if necessary, could be manned by volunteer artillery.

Seventy-five of the torpedo corps would be necessary for this portion of the defences, as also a body of infantry to be detailed from the field force, as circumstances may seem to warrant.

Principle of Examination.—The principle upon which such examination should be conducted are similar to those obtaining in the Imperial service, with such modification as common sense dictates.

333. What is your opinion in regard to the annual expenditure necessary for maintaining the military forces in an efficient condition? As I have before pointed out, I think that, if retrenchment is inevitable it must be effected: By a reduction in the number of the permanent artillery concurrent with the formation of its reserve; by a reduction in the emoluments of the paid volunteer force, to be justified by the imposition of less exacting conditions of service, such as I have already indicated; by a fusion as far as practicable of the Ordnance, Store, and Barrack Department with the Military Department; by the utilization of artillery labour in a higher degree; by the elimination from the military estimates of expenditure other than that of a purely military character, such as those under the head of Ordnance Store Department for charges on account of storage, &c., of civil powder, rifle association and public school cadet corps; by debiting to the naval brigade instead of the military department, the cost of warlike and other stores expended by that corps; and lastly, by the separation of expenditure on account of fortifications from that required for the military *personnel*. It should also be borne in mind that a proportion of the annual vote lapses to the public by reason of forfeitures of pay, &c.

The following may be taken as an approximate estimate for the maintenance of 3,400 of all ranks, as under:—

General staff ..	...	...	...	...	...	2,995
300 permanent artillery	...	...	...	...	...	27,000*
100 permanent artillery reserve	...	...	...	...	...	900
1,800 volunteer militia	...	...	...	...	...	25,000
1,200 volunteer reserve	...	...	...	...	...	6,000
School of Instruction	...	...	...	...	...	1,000
Warlike stores	...	...	...	...	...	5,000
						67,895
*This item ultimately reduced on completion of artillery reserve to 200, and reduction of Permanent Artillery to 200 by ...						8,000
						59,895

334. How would you give the torpedo corps a special organization? I do not quite understand the question, but I am sure that it is very undesirable that a corps serving under the same Act and regulations as the paid volunteer force should possess any special organization different from that which applies to the force generally. I am assured that such would not work well, and, moreover, it would be likely to cause dissatisfaction and engender jealousy.

MONDAY, 14 MARCH, 1881.

Colonel Peter Henry Scratchley, C.M.G., R.E., examined:—

335. Do you consider that a permanent or regular force, as a nucleus for the rest of the defence force, is absolutely necessary? Absolutely necessary for the maintenance of the system of defence during peace and for working it during war, and in order to have a force immediately available on the outbreak of war. This is not a question which admits of doubt, the necessity for a permanent force being obvious. No paid or unpaid volunteer force or militia could take its place.

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336. What do you consider should be the organization and general constitution of such a force? I think it essential that the force should be organized with a reserve. The men entering the force should have before them a distinct opening on their leaving it, either of employment in the Civil Departments of the State or in civil life generally, consequent upon the training they have undergone in the force. By introducing this system a superior class of recruits will be obtained. The object should be to attract to the ranks a superior class of men. After serving for two to three years in the force the men should pass into a reserve for ten years, when they would undergo annual training, for which they would receive a retaining fee. The age of men enlisting should be from 18 to 25.

337. Do you mean to say that, before the men took service in the force, the Government should undertake to employ them in the departments after good service of a certain number of years? Yes.

338. As there is no material difference between the wages paid in the several Colonies, at what rate do you think you could enrol men in the force you indicate? Judging from the pay which is given to the New South Wales force and was given to the Victorian force, I do not think a material reduction could be made in the pay, but I am satisfied that a superior class of recruits would come forward; about 2s. a day and everything found would probably be sufficient pay for privates.

339. Is it wise, in your opinion, to withdraw men for long service in barracks from the general industries of the Colonies, and do you not consider that if kept in barracks for even five years they would, from want of change and relief, deteriorate, and become more or less unfit to earn their own living on discharge? I think it most undesirable to withdraw men from civil life for long military service, especially in the Colonies, and I am satisfied that a service of even five years is objectionable; for this reason: assuming

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a man at 18 or 20 joins the ranks—just at the time that he is entering life—by keeping him in barracks for five years you place him at a disadvantage on his leaving the force. This disadvantage would not be counterbalanced by the improvement in the man, due to the discipline and training and possibly to a trade which he may have learned while in the force. If the man re-engaged for a further term of five years—that is ten years in all—I am satisfied he would thereby be placed at a further disadvantage. I agree with the proposal, that as far as practicable the men in barracks should be employed at, or taught certain trades, and this more especially if the men are to be retained in the service longer than three years; but I altogether object to long service except for non-commissioned officers.

340. Would you recommend that in a permanent or regular force men should be allowed to marry? No. I see no hardship in soldiers serving for three years being prevented from marrying; on the contrary, I believe that they would be in a better position to make desirable marriages after leaving the force.

341. Would you enrol married men? Rarely, and, as a rule, only when it was considered desirable to introduce into the force some old soldiers from the Royal Artillery. These men would have to be carefully selected and of a superior class.

342. Would you propose increased allowances to married men, such as lodgings, if quarters were not available in barracks? Certainly.

343. Assuming that the Governments of all the Australian Colonies agreed to the formation of a force, upon the principle that the men should be enrolled for a certain term of years—and on the distinct understanding that they would be given employment after good service during that term of years—would you approve of the formation of such a force for Australia generally? Certainly; for I believe that by the creation of such a regiment you would increase efficiency very largely and establish an *esprit de corps*, which must be wanting more or less in small isolated bodies.

344. Do you advocate the formation of an Australian federal regiment of artillery? Yes, decidedly.

345. Do you not think that if separate forces were established under the English army system they would inevitably deteriorate, as containing from the very first step of their formation the seeds of deterioration? I think this deterioration inevitable. Nothing would counteract it except the passing of the men rapidly through the ranks, and thus infusing new blood in the force. I do not think the Imperial Army system in any way suited to these Colonies. The Imperial Army has to work over a vast Empire, and numbers, with its reserves, hundreds of thousands of men. In these Colonies the conditions of service are very simple, the numbers of highly trained men required very small, and I hold a strong opinion that, whether each Colony establishes its own force, or whether these forces are federated, a special organization and constitution should be adopted of the simplest character possible.

346. With regard to the term of service of five years,—how long do you consider it would take to form a good artilleryman, and also a good infantryman? For these Colonies an artilleryman twelve to eighteen months, infantry soldier nine to fifteen months—so far as mere skill in military exercises is concerned. By the system which I have proposed a superior class of recruits would be obtained, and a hard and fast line should not be laid down as to the term of service. For instance, it would be found that men of superior intelligence would easily qualify for leaving the force in two years. This might be allowed under certain restrictions, and if the men agreed to enter the reserve. I am in favour of their remaining the full term of three years, in order to attain a high standard of military efficiency.

347. Under what sort of disciplinary code should a permanent force be governed? I am opposed to the introduction of the Army Discipline Act and the Queen's Regulations in their entirety in these Colonies. This is a matter that will require very careful consideration, when a decision has been come to as to the nature of the force to be established. Generally speaking, with a superior class of recruits, discipline should be maintained by moral influence rather than by the system of punishments at present in force in the Imperial Army. The Commandant of the force should have the fullest powers over the men, and not be compelled to resort to the machinery of courts-martial. Dismissal from the force should be the punishment for continued misconduct. A man after imprisonment in a civil prison should invariably be discharged.

348. How would you propose to supply the officers for the force described by you? I am in favour of the senior officer, and possibly the adjutant, being obtained from the Imperial service, but I consider that the remainder of the officers should, if practicable, be procured from local sources, in order to identify the force with the people of the Colony. Some difficulty will be experienced at first, but with proper arrangements and examinations local candidates would be able to compete for admission.

349. Do you mean that in course of time officers derived from local sources, who may not have been in the Imperial service, might by diligence and qualifications—obtained either by a visit to England or otherwise—rise eventually to regimental commands? Certainly. Every inducement should be offered to local officers to rise in their profession. Promotion should be by merit. A careful system of examinations not only on entrance but for every step would be necessary. Moreover, every precaution should be taken to prevent political influence being brought to bear upon the appointment or promotion of officers.

350. Do you think the service would be much benefited if inducements were held out such as obtain in the Imperial service;—namely, half-pay, retiring allowances, and pensions in certain cases, to lead officers to look upon the service as a permanent profession? Undoubtedly. You must offer some inducement to the officers to remain efficient, and without some provision of the kind stated you will not be able to obtain or retain really good officers.

351. Do you not think that if an officer had these inducements it would have a very marked effect on discipline and efficiency? Certainly;

352. Would you subject officers on appointment to an entrance examination? I would not lay down any fixed rule. I would not submit ex-Imperial officers, with the necessary qualifications and *references*, to an examination, unless they had been a long time out of service. I would not take any old officers for the junior ranks. With regard to ex-Imperial officers, who have not served in the Royal Artillery, I would not oppose their entry into the force, but would only grant probationary commissions. As to officers appointed from local sources, I would insist on candidates possessing a good education, and encourage those who had passed through the local Universities. I am in favour of all first appointments being on probation.

353. How would you prevent political influences acting in cases like these? By the appointment of an Imperial officer to act as military adviser to the Australian Governments and inspecting officer of the local forces. On all questions of this character the Minister, in charge of the military department, would no doubt consult this adviser.

354. In estimating the number of artillery required for the system of defence, would you frame it on any particular number per gun as an absolute requirement? About three-fifths to four-fifths of the number per gun should be composed of men serving in the ranks and reserve, and the remainder might be volunteers. Detachments need not necessarily be provided for every gun, but it will be found on inquiry that nearly all the guns in the coast defences of New South Wales will require full detachments.

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355. Do you consider it absolutely essential to have from three-fifths to four-fifths of the number of men in each detachment of a gun regular artillerymen? Yes, artillery and reserve.

356. If a permanent force be kept, do you consider it advisable to have a small nucleus of infantry? I am opposed to infantry, because it will increase the cost of the maintenance of the system of defence, and it is not required. In giving my evidence on the organization of a field force I will go more fully into the subject.

357. With regard to the supply of officers for a permanent force, are you of opinion that they should be induced to leave the Imperial service and take service with the colonial force, or do you think that a better plan would be to obtain the loan of them from the Imperial authorities? I think the time has come for placing the Australian forces on a permanent footing, and not to rely more than is necessary upon the mother-country: I am therefore in favour of any measure that will make the Colony self-reliant; and in this matter I would prefer to obtain one or more of the superior officers from home, on loan or otherwise, and endeavour to supply the places of the junior ranks from local sources. I am not in favour of inducing Imperial officers to take service, as there is great uncertainty in all the military arrangements of these Colonies. I consider if officers come out here, they must do so entirely on their own responsibility.

358. How would you prevent colonial officers from rusting, and how are they to be kept *au courant* with the changes in military matters generally? This can best be done by arranging that officers on the staff, or in the permanent military employ of the Colony, should be sent home periodically to acquire fresh knowledge. Without some such arrangement it will be utterly impossible to keep the defensive organizations of the Australian Colonies up with the times.

359. Do you think it would benefit the service if regulations governing the pay and allowances of officers were fixed on the system adopted in the Imperial service? I think a measure of this sort very necessary. If good officers are to be retained in the colonial military service, they must have not only security of tenure of office and pay, but also something to look forward to. The present system of annual votes—under which an officer is uncertain whether his pay will be reduced or not, or even struck out altogether—is prejudicial to efficiency.

TUESDAY, 15 MARCH, 1881.

Colonel Peter Henry Scratchley, C.M.G., R.E., further examined:—

360. Are you in favour of a purely volunteer force on the English model, or of a paid volunteer force? This is a question of money and efficiency. These two considerations cannot be separated, and it is idle to discuss the defence organization without taking the cost into account. It is obvious that a force, organised as it is in New South Wales, under stringent regulations, should produce a better class of volunteer soldiers than a force receiving no pay. The drills of a paid volunteer force are conducted in daylight, and in the case of New South Wales there is continuous training. If a force can be obtained in New South Wales at the cost stated by Colonel Downes—viz., £8 per man—I decide in favour of a paid force, but then I prefer to call it a volunteer militia. If, however, the cost of the New South Wales force cannot be reduced to about the South Australian estimate, I condemn it as not giving the country sufficient for the outlay, and I recommend a purely volunteer force instead.

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361. What is the constitution and organization of the force you propose? As regards a paid volunteer force, I would revise the New South Wales Act and Regulations, on the basis of the South Australian Act and Regulations. For a purely volunteer force I would follow the English model, for I see no reason why volunteers in Australia should not subject themselves to the same stringent regulations and the same amount of training as those in Great Britain. A marked feature in the English volunteer system is that men do turn out during daylight, and go into camp for instruction without pay; at the same time much of the drill and training is conducted at night. The Australian Colonies are exposed to sudden attacks by sea, but not to sudden attacks in the nature of invasions or landings in force. For this reason I contend that the first consideration is to provide a thoroughly trained artillery force to meet the attacks by sea, and I do not believe in the necessity of incurring a larger expenditure than the Colonies can afford in maintaining a thoroughly trained force to resist *improbable* attacks by land. Attacks in the shape of invasions must be met by the naval defences of the Colonies, acting in conjunction with the Imperial navy and under the control of the Imperial Naval commander. In these remarks I do not refer to the attacks of small bodies of men landed for the purpose of rushing the batteries. As these batteries will be enclosed, very few men will be required to meet these minor attacks.

362. Would you recommend a continuous training for a purely volunteer force? Certainly. This continuous training I would endeavour to obtain by annual encampments. It is useless attempting or expecting, in a purely volunteer force, to get more than a certain amount of efficiency. Taking my view, that attacks by land will not be sudden—in the sense that ample warning will be received—I believe that it will be practicable, on the outbreak of war, to make proper arrangements with regard to encampments, established for continuous training, whereby a purely volunteer force could be given the additional training requisite; in fact, I believe it is necessary in Australia to run a certain amount of risk in order to meet the point of economy. Until the amount to be expended annually upon defences is stated, it is difficult to arrive at a final conclusion as to whether you should maintain a paid or unpaid field force.

363. In what order would you consider the different forces comprising the defences should be taken, as regards the first and second lines? There are two distinct things to be done by the local forces of these Colonies: first, to meet the attacks by sea, for which a permanent force, with its reserves and auxiliary body of volunteer artillery, is provided; secondly, to resist landings in force, which must be met by the field force; consequently, in my opinion, there are neither first nor second lines of defence to be dealt with. The conditions which govern the consideration of the defence of Great Britain are totally different from the conditions which exist in Australia.

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364. Do you consider that a purely volunteer force could be trained to be sufficiently efficient to act as infantry? Considering that I do not believe in *sudden* attacks by landings in force, I am satisfied that it would be possible, on the outbreak of war, to give a purely volunteer force the efficiency requisite to meet the enemy on land, provided there were *trained and energetic officers* available to take command, and that the volunteers outnumbered the enemy. These conditions could be readily secured.

365. You have said that the unpaid volunteer force could be sufficiently trained: will you state what that training should consist of? In a purely volunteer force the object should be to make the men good marksmen, accustomed to act in bodies, easily handled, and with a certain amount of knowledge of moving in extended order. In defending Sydney against a land attack, it would be possible on the outbreak of war to prepare defensive positions which the volunteer force would occupy, and thus establish at once a superiority over the enemy. We need not anticipate in Australia any extensive operations in the field. As regards the number of days' training and so forth, for a purely volunteer force, I consider that the men should attend, besides night drills, not less than nine daylight drills of two to three hours duration, and two or three field days on public holidays. If to this, annual encampments could be added, a very respectable amount of training would be obtained. For a paid volunteer force I would recommend, besides night drills, twenty half-days' and three or four whole days' drill; continuous training in camp to be optional.

366. Are you aware whether the Committee appointed to inquire into the volunteer system in England have recommended continuous training in camp? Yes; and every one recognizes the immense importance of this continuous training. I entirely agree with Colonel Richardson on the point. I will quote from the report of the Committee as follows: "Commanding officers are almost unanimous in attaching the highest importance to camps, as offering the only means available to volunteers for acquiring the knowledge and the habits of military life: they consider generally that a week in camp equals in the amount of instruction acquired that obtained otherwise throughout the whole of the year." *

THURSDAY, 17 MARCH, 1881.

Colonel Peter Henry Scratchley, C.M.G., R.E., further examined:—

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367. Will you state your views with regard to the composition and strength of the field force required to resist attacks by land? I have already stated that I think attacks by land are improbable, and also that if attacks in great force were apprehended they should be met by naval means. According to this view, if an attack of the nature of an invasion were to be made upon these Colonies, the true strategy would be to meet the enemy's fleet at sea; failing that, to endeavour to attack him, on land and at sea, as he was effecting a landing. As regards the strength and composition of the field force—to meet ordinary land attacks at Sydney and Newcastle—if it is to be a paid volunteer force, in the shape of a militia, I would adhere to Sir William Jervois' figures—1,700 men exclusive of cavalry; if it is to be a purely volunteer force I would make up for the want of quality by quantity, and I would have a force of 3,000 men available for the defence of the approaches to Sydney and Newcastle by land. Newcastle has to be separately considered for the present, as there is not rapid communication by land between it and Sydney. When a railway between the two places has been constructed, measures adopted for the defence of Sydney would be available to a certain extent for the protection of Newcastle in case of a serious land attack. It is well to bear in mind that when the fortifications at Newcastle are completed the place will be very strongly defended, and an enemy would find great difficulty in selecting a point from which to conduct an operation on land against the town and harbour. Sydney, on the south side, will, in the opinion of Sir William Jervois and myself, be well protected by the construction of a powerful fort and the provision of torpedoes in Botany Bay; consequently an enemy would have to silence this fort in order to enter Botany Bay, and then effect a landing in the face of the opposition of the field force. It has been urged that he might select some other bay situated on the Pacific, and in favourable weather effect a landing: in my opinion a landing in great force in these bays is not an operation that would be undertaken. These bays—Bondi, Nelson, and Long Bay—are within a short distance of Sydney. Considering the nature of the country between Botany Bay and Sydney, I see no reason why a partially trained force should not meet an enemy with success—if the ground be carefully examined and considered in time of peace, and fortified defensive positions were prepared on the outbreak of war. On the northern side of Sydney the country is simply impracticable, except along the roads, and granted a body of 2,000 men, even if only partially trained, an enemy could be met on even terms; in fact, the very worst step an enemy could take, in my opinion, would be to land in Broken Bay. I leave out of consideration the co-operation of the colonial naval defences. With regard to the composition of the force, I recommend that a larger number of field guns should be provided than is the rule in European armies. It will be of paramount importance to bring a large force of artillery into action to repel a landing—to fire at the enemy's ships as well as at his troops. I therefore advise from twelve to eighteen field guns, in three batteries, a company of engineers, and the remainder infantry, in three regiments. Cavalry, also, is essential. Sir William Jervois, in his report, stated that the mounted police would be available in time of war as cavalry. I recommend in addition the formation of a small corps of mounted riflemen, to be enrolled on the purely volunteer principle from the independent classes in Sydney and its neighbourhood. The members of this corps should be trained to be good marksmen as well as good horsemen. The police should also be trained in the same direction.

Colonel

*NOTE (on revision):—I wish to explain my views more fully with regard to continuous training. If it be intended that much of the time of the officers and men should be taken up in learning the mere details of military life, then I am entirely opposed to continuous training. When I recommended continuous training, I wished to afford opportunities for putting the officers and men through the practical operations of war which they would have to undertake in the event of an attack, on the ground upon which an enemy would operate. This cannot be done on detached days, for want of time. In other words, several days in camp give the Commandant a longer time for drill, away from Sydney, at Botany, at Middle or South Head. We cannot attempt in Australia to do more than make the Volunteer Forces—whether volunteer militia or pure volunteers—good irregular troops. I oppose all attempts at copying regular troops in all the details of military life, which are not required, considering the conditions under which we shall have to fight. It will only result in a waste of valuable time. I wish to see the whole of the men's time on detached days, and in camp, given up to drill and drill only. More than this should not be attempted. I decline positively to recommend a large expenditure for such a purpose.

Colonel Peter Henry Scratchley, R.E., C.M.G., further examined :—

368. Will you state what strength you recommend for the working of the guns in the coast defences provided at Sydney, Botany Bay, and Newcastle, including the garrisons to man the defensive works in connection with the batteries in case of boat attacks? It will be found that nearly all the guns in the batteries will have to be fully manned. Let us consider them in detail. (1.) At Botany there is to be a work armed with three 9-inch and two 80-pounders. Considering this work is completely isolated, and that it must meet the sudden attack of ships at sea, and possibly an attack on the torpedo defences, all the guns must be fully manned. I should therefore have 60 gunners, and provide a garrison of 40 infantry. It would be extremely dangerous to leave Botany under-manned. (2.) In Port Jackson, there are three 10-inch and two 80-pounders at South Head, and two 10-inch at Middle Head, which would come into action at once with ships lying outside the Heads. Provision must at the same time be made for manning the guns to resist an attack upon the torpedo defences, in both channels, by steam launches or gun-boats, whilst the enemy engages the attention of the heavy guns with their ships. I therefore take into account the 80-pounders on inner South Head, Middle Head, George's Head, and inner Middle Head. Again, it would be very difficult to transfer men from Middle Head to the other batteries, owing to the excessive dispersion of the guns. This remark applies equally to the south side. Further, we have two casemated batteries on George's Head, which represent the key of the defensive position—and unless these batteries were properly manned an enterprising enemy might be successful in overcoming the torpedo defences. (It is an axiom that torpedo defences insufficiently protected by artillery fire are not of much value.) Taking the foregoing into consideration, and that without the inner batteries on Steel Point and Bradley's Head there are 35 guns, we shall require for Port Jackson at least 350 gunners. For the garrison of the entrenchments on South Head 50 infantry would be required; and the same number for the defensive enclosure at Middle Head, and 50 for the redoubt at George's Head. Total, 200 infantry for Port Jackson. (3.) Newcastle is another instance of an isolated fort; and as this work has to perform two duties—to fight ships lying off the entrance, and protect the torpedoes, all the guns—three 9-inch and four 80-pounders—must be fully manned. I recommend therefore 76 gunners, and a garrison of infantry, 50 men. The total, therefore, for Botany Bay, Newcastle, and Port Jackson, will be 486 artillery besides 290 infantry. Without reliefs I estimate the artillery force should be 500 officers and men. The number of infantry required, being small, can come out of any proposed field force. As to the composition of the artillery force, 200 should be permanent artillery, 150 reserve artillery if formed (and if this reserve be not formed then the permanent artillery will have to be increased), and the balance 150 volunteer artillery. I wish to lay particular stress on the necessity of providing, in the most complete manner, for the most powerful artillery defence of the torpedo defences, and I again direct attention to the great dispersion of the guns as the reason why so large a force of artillery is required.

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FRIDAY, 18 MARCH, 1881.

Colonel Peter Henry Scratchley, R.E., C.M.G., further examined :—

369. Would you state your views on the subject of the system of examination which you recommend should be adopted for appointment and promotion of officers, first in the permanent force and secondly in the volunteer force? The state of affairs, as regards the standard of education and the arrangements for examination, is, in my opinion, very unsatisfactory. (1.) As to the permanent force: I think an effort should be made to raise the standard of military education of the officers, and insist upon their knowing something more than their military exercises. I contend that every officer of artillery in New South Wales should have a fair knowledge of field fortification, tactics, field sketching, and reconnaissance. A knowledge of these subjects can be obtained by the study of three small books. At present the examination of officers is restricted to their military exercises and a knowledge of military routine; and is wholly insufficient to test the efficiency for war purposes of these officers. This should at once be rectified. I wish to see the Permanent Artillery officers good "all round" men, fit to take command in time of war. I admit that there is a vast difference between artillery officers in the Imperial Service and artillery officers in the colonial forces, but it is hopeless to expect efficiency if these matters are left as they now are. (2.) With regard to volunteer officers, it is admitted that, owing to the comparative inefficiency of their men, more knowledge should be expected from them almost than from regular officers. I believe if a serious effort were made, by the establishment of the necessary schools of instruction, and the appointment of officers whose special duty would be, under the direction of the Commandant, to impart instruction to volunteer officers, that no difficulty whatever would be experienced in inducing officers to learn something beyond their military exercises. My experience in Australia points to the fact that volunteer officers are as a rule only too anxious to learn; I am convinced that it is only necessary to afford them facilities for doing so, and the results would be highly satisfactory. The argument that they have no time is unsound. They should find time for their self-imposed duties. I concur generally in the views expressed by the other members of the Committee on the subject of first appointments and promotions, and they should be closely looked into by the Committee. I am decidedly in favour of an educational test on first appointment and of probationary commissions. I entirely support Colonel Roberts's proposal to establish a school of artillery instruction at Dawes battery, as I think it is advisable to concentrate the artillery establishments in Sydney.

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MONDAY, 21 MARCH, 1881.

Colonel Peter Henry Scratchley, R.E., C.M.G., further examined :—

370. Do you consider a reserve force of artillery, composed of men who have passed through the permanent force desirable? Absolutely essential. I entirely dissent from the objections raised against the proposal to form this reserve. I go so far as to say that if the permanent force should be continued on the present system I would advocate its abolition. Of all military organisations, that under which men are merely trained for a term of years and then allowed to leave is the most objectionable and the most costly. A large expense goes on from year to year without adding to the defensive resources of the country. As a rule an inferior class of men enters such a force, and there is stagnation and want of progress. It is

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doubtful whether such a force would be of much value in time of war. On the other hand, a force, established on the plan I propose—with men serving from two to three years, and then passing into the reserve—would yearly be adding to the defensive power of the country. The money invested in the training of the men for two or three years would bear interest when the men were in the reserve. "It is the truest economy to make a man a perfect soldier while we are about it, and send him home practically a free man except in time of war." It would be necessary to pay the reserve men certain annual fees, in return for which they would have to undergo annual training. If necessary, I would increase the amount of fees in those cases where men did not go into the Government departments. Some of the objections to the reserve should be noticed. (1.) There is a dread that the system of passing the men from the force into the State departments would be made compulsory; such is not my intention. It would be optional for the heads of departments to take the men or not, after they had served. I would, by means of a Board, place the enlistment of the men under the joint control of the military and departmental authorities. The heads of the Civil Departments would have a direct voice in the selection of the proper class of candidates. By throwing open employment *in subordinate capacities* in all the departments there would be plenty of room for selection. Moreover, I would endeavour to persuade merchants and private establishments, banks, companies of all sorts, large houses of business, &c., to give these reserve men a fair trial. The plan only requires a trial to prove that it is founded on correct principles. It is only necessary to refer to the success of the corps of Commissionaires in England, composed of old soldiers of *proved* good character. The number of men to be absorbed annually would not exceed from sixty to eighty—an insignificant number. That these reserve men would be of immense value in time of war, and could be made readily available, is so obvious as not to require explanation. (2.) It is urged that the difficulties of training the men would be very great. These difficulties are purely imaginary. The men being affiliated to the permanent force in the ranks could be called up for training—singly, in twos and threes, &c.—and in such a manner as would not in any way interfere with their employment either in the State departments or in civil situations. The training would be going on throughout the year, and it stands to reason that a man receiving an annual retaining fee would be quite prepared to sacrifice some of his holiday time in order to earn the money, as an addition to his income. As regards the State departments, substitutes could in certain cases be provided from the men in the ranks. The whole matter only needs looking into in order to give it a fair trial, and the superficial objections, which are raised against a new idea, will disappear. Military routine must not be allowed to block the road to improvements in military affairs in Australia. I should be inclined to increase the fee to even £20, if £10 or £12 were found insufficient. It is worth considering whether the term of ten years service might not be divided into two portions of six and four years, in order not to tie down the reserve men too much. Part of the annual fees should be deferred until completion of service. I think, however, that if the fees are high, there need be no fear of the men leaving the country. There should be a system whereby a man could purchase his discharge from the reserve. Even admitting that £20 a man had to be paid annually, the thoroughly trained £20 reserve man would be worth more for military purposes than the volunteer militiaman, with his very partial training, costing the State £12 to £15. If the plan of a reserve were adopted I would withdraw my objection to the formation of a permanent infantry force, for then it would be possible to form the volunteer militia force from these reserve men. Financially considered, 500 men in the prime of life and well trained, costing the State even the large sum of £10,000, would be more valuable than 500 volunteer militiamen only partly trained. I have every reason to believe that £6,000 would provide such a force. Further, if the reserve of artillerymen be not established, it will be necessary to maintain 400 artillerymen in the ranks. Now, 400 artillerymen at £94 a man (the present cost) would cost £37,600, whilst 200 men in the ranks and 200 men in the reserve would only require an expenditure of £21,200, allowing £12 for each reserve man. At any rate the saving anticipated would be so large as to justify a trial, bearing also in mind that the defensive power of the country would be steadily increased year by year. An office should be established at head-quarters where applications from public companies for men, who were leaving the force, could be registered.

371. How would your proposal work, and how long would it take to form a reserve of 300 men? About four or five years, and I would proceed as follows: First, I would discharge from the present force all men of bad character. Secondly, I would fill subordinate Government situations with those men who were qualified and had served three or more years, provided they agreed to enter the reserve with a retaining fee. Thirdly, I would allow good men, who desired to take private situations, to leave the force if they agreed to go into the reserve, and if they had served two to three years. Fourthly, I would recruit men on the understanding that a percentage would be entitled to receive Government employment on quitting the force, and thus restore the corps to the strength of 300 men,—the number I consider should be retained in the ranks for the next few years, until the reserve of 200 men is formed. In 1885, when I expect the reserve of 200 men would be formed, I would reduce the strength of the corps to 200 officers and men. In 1891, the reserve men having served ten years, would commence to leave the reserve. The financial and other results would probably be as follows:—Allowing for casualties, in 1885 or 1886, when the strength in the ranks would be reduced to 200 officers and men, there would be about 200 men in the reserve, and the country would be paying £21,200 (200 at £94 = £18,800 + 200 at £12 = £2,400), instead of £37,600 (400 at £94); in 1891, when the reserve men who joined in 1882 would leave, the figures would be thus:—200 men in ranks, £18,800 + about 400 to 500 men in reserve, say £6,000; or an expenditure of £24,800 for a force of 600 to 700 men. From this year forward the reserve would probably maintain an average strength of 400 men. The saving resulting from the proposal, in the course of ten years, would amount to close upon £120,000, or at the rate of £12,000 a year, whilst adding to the defensive power of the country in trained men, and giving the permanent force all the advantages necessary to make it a highly efficient military body.

372. What do you consider should be the number of officers in the permanent force? I consider the number of *regimental* officers now with the force, unnecessarily large, and they can scarcely be fully employed at present. I would reduce the number as opportunity offered, and endeavour to re-arrange the establishment of the force as follows:—One commanding officer; one adjutant; three majors; three captains; three lieutenants; in all eleven officers. The present number is thirteen, exclusive of medical officers. I would make the adjutant act as instructor, and employ the three majors in looking after the reserve artillery. It is fair to explain that the coast batteries for the defence of Port Jackson are so scattered that it is necessary to maintain more men and more officers than would have been required for a more concentrated scheme of defence. Again, there are two important detached stations—Newcastle and Botany Bay.

Consequently,

Consequently, it is necessary to maintain a much larger number of officers than would otherwise be required. It is possible that, when the reserve is fairly organized, it would be practicable to induce officers to go into the reserve, and so reduce the number permanently attached to the corps. On the other hand, I am distinctly opposed to the idea which prevails generally in Australia of reducing the number of trained officers on the staff of the local forces. The number of paid officers appears to be the favourite object of attack when the estimates are discussed. The volunteers themselves oppose their employment, utterly ignoring the fact that the great want on the outbreak of war would be the want of trained officers: the great weakness in a volunteer force, whether militia or unpaid, is "the want of men who know how to command." It is also an axiom, "that the less trained the rank and file, the better trained should the officers be." Consequently, for years to come, until the local officers attain a far higher standard of military efficiency, it will be false economy, and indeed foolish, to attempt to manage the local forces with a small number of officers.

373. Do you think the permanent artillery force should have charge of the construction and maintenance of the coast defences? To a certain extent. As regards the maintenance of the defensive works, I see no reason why the whole of them, as well as the military roads, barracks, &c., should not be kept in repair by the artillery, under the control of the Colonial Architect. In this manner another step will be taken towards obtaining full value out of the expenditure incurred in maintaining the permanent force. Employment should, whenever possible, be given to the men on new military defence works, a small rate of working pay being guaranteed. This arrangement has been in force at the Heads for more than a year, and excellent work has been done.

374. Would you employ them in connection with the custody and management of warlike stores? Certainly; it would lead to economy and efficiency.

375. Do you think it would be wise to reduce the strength of the permanent artillery force below 300 men and officers at the present time? It would be folly to do so until the reserve has been established. Sir W. Jervois recommended 375 officers and men. If there be no reserve I think the strength should be 400. As I have already stated, neither a paid nor an unpaid volunteer force can take the place of the permanent force. The military organization of the Colony must be such that, immediately on the outbreak of war, the batteries could be manned and placed in a thorough state to resist attack. The great danger will be during the first few months of war, when the enemy would have made all his preparations before declaring war. He would make a sudden attack upon some point in Australia, hoping to find it unprepared to resist him. The proposal to reduce the artillery force, in order to meet the requirements of economy, cannot be defended upon military grounds. In reply to the question about the strength of the force, I gave in detail the number of men required. Again, it cannot be too often stated that the first thing to be done is to guard against attacks on the coast batteries, for which purpose a force of highly trained men—over present and immediately available—is required. If economy be insisted on, the expenditure on the field force should be reduced, because it is only maintained to meet a problematical danger. To go further: if it be feared that an enemy could land in one of the bays on the coast between Botany and the Heads—I certainly do not think so—it would be preferable and far cheaper to spend money in fortifying these points, or to provide a proper colonial naval defence. Fortification is merely a form of economy. A defensive work once constructed costs very little to maintain, and, in time of war, it enables a very small force to defend itself against great odds.

376. Do you consider a permanent infantry force necessary? No. If expense were no object I would be in favour of a permanent nucleus, as I fully recognise the great advantage of having a good model for the volunteer force. But you may pay too much for this advantage, and I do not see what the men could be employed upon in peace. Having already fully explained my views upon the subject of the field force, and the work which it would have to perform, I do not recommend the maintenance of any permanent infantry. With a volunteer militia force numbering 1,700 men, an infantry force, to be of real value in time of war, and something more than a model in time of peace, would have to be 200 to 300 strong. Its cost would be from £18,000 to £27,000 a year. We must prepare to meet attack with a moderately trained force, fighting from defensive positions, as already pointed out; more is not needed. If more money is to be spent on defence preparations, let it be laid out on the much needed colonial naval defences.

377. Did you not advise the Government of New South Wales to adopt the system of payment for the volunteer force? I did; but it is necessary that I should briefly explain the circumstances under which I tendered that advice. Sir William Jervois, in his report on the defences of New South Wales, recommended the establishment of a volunteer militia upon the lines laid down by the Commandant, Colonel Richardson. That officer brought under Sir William's notice the fact that, for all practical purposes, there was no force in existence in the Colony capable of resisting the attack of an enemy by land. He reported that several attempts had been made to obtain an unpaid volunteer force, but without success. The land order system had been tried and failed, consequently Sir William Jervois accepted Colonel Richardson's recommendations, as will be seen in his report, and advised the establishment of a volunteer militia. Some time after, I undertook the charge and execution of the schemes of defence, recommended by Sir William Jervois for the Australian Colonies, and in my capacity of consulting military engineer I recommended the Government to give a trial to Colonel Richardson's proposals. The results, so far as I can judge, have fully borne out Colonel Richardson's anticipations, but I must say that I think we are paying too dearly for the force now in existence. I looked upon the matter as a valuable experiment—one that would help us to decide ultimately what description of force was best suited to the defence requirements of New South Wales. I am now better acquainted with the subject. I see very clearly that, if any permanence is to be attained in the defence organizations of Australia, it must be by establishing them upon a strictly economical basis. If economy be disregarded, and the mere question of military efficiency taken into account, an organization will be adopted, which will either be swept away, or be emasculated immediately the necessity for retrenchment arises. Nothing is so much to be deprecated in Australia as the yearly attacks made upon the defence vote. The number of critics may be small, but their criticisms, however unjust, induce in the minds of the public a feeling of distrust in the military arrangements and a belief that everything is wrong. The responsible military authorities are debarred from reply, and the Minister does not possess the knowledge requisite to enable him to give full information. Much of the criticism is misdirected, and serves no good purpose, mainly owing to the insufficient acquaintance with the subject on the part of the critics. As this Commission affords the opportunity of examining carefully into the different systems in force in the other Australian Colonies, and we are informed by Colonel Downes that it is possible in South Australia to give a fair amount of training at a cost of £8 per man per annum, I feel bound to reconsider the whole question. An explanation has been given by Colonel Richardson as to the reason why the present high rate

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rate of pay (£12) was granted to the volunteers. The fact that the men in the naval brigade in Sydney and Newcastle were receiving £12 per year, whilst serving under a much less stringent organization than the volunteer militia, necessitated a similar rate for the volunteer militia. I am also aware that Colonel Richardson contemplated at first a much lower rate of pay, and is prepared to reduce the scale of remuneration for officers and men. The small cost in South Australia is accounted for by the fact that the privates only receive 2s. 6d. for half-days and 5s. for whole days, whilst in New South Wales they receive 5s. and 10s. Again, the officers in New South Wales are very highly paid, and in South Australia they are only paid for actual work done. (*Vide* Colonel Downes' evidence.) This is worth looking into.

378. What additional inducement would you offer volunteer officers and men to become more efficient? Prizes should be given, not only for good shooting with ordnance and small arms, but for proficiency in the performance of military duties. I think something of the sort is much wanted in order to distinguish the superior non-commissioned officer and private from his less efficient comrade. Prize essays should be established for officers to compete in theoretical and practical knowledge, in drill, in reconnaissance, in surveying, tactics, field fortification. Certificates of proficiency should be granted to the officers and non-commissioned officers attending the artillery and infantry schools.

379. Will you explain in detail the measures you would recommend for increasing the efficiency of the volunteer force on the outbreak of war? In order to meet the want of training—more or less inevitable with volunteer forces—on the outbreak of war, I would at once establish standing camps in convenient situations, and bring the volunteer force under a paid system. I would then pay the men for actual services rendered in camp. I would place in charge of this camp officers of energy and efficiency and would arrange for conducting the drills and exercises in such a manner as to meet the convenience of the volunteers. I think it is almost impossible that an enemy could land a large force without some warning; consequently I am satisfied that the additional training, which should be made as continuous as possible, would quickly bring partially trained men into a fairly efficient condition.

380. You have said that well-trained and efficient officers are necessary to take command in time of war: how are they to be procured? This is the most difficult point connected with the defence organization of these Colonies, and it is the weak point which must be fairly faced. It can only be met by the establishment of schools of instruction on as complete a scale as possible, in order to bring to the front officers who prove themselves worthy of being placed in positions of responsibility. If the officers attached to the permanent force were highly educated in a military sense—and I see no reason why they should not be—it would be practicable to attach some of them to the staff, their places being taken by reserve, or other officers belonging to the other local forces. *At the present time I view the want of officers, who are competent to command, with absolute alarm, and I cannot urge too strongly that immediate steps should be taken for the establishment of schools of instruction. It will probably be necessary for that purpose to procure a good instructing officer from England. All the Colonies might combine for the engagement of such an officer. If the idea of placing an imperial officer at the head of the defence organizations of the Australian Colonies were carried out, this instructing officer might be on his staff merely for convenience in regard to the performance of his duties. The instructing officer would train local officers to act under his supervision in each Colony, and after two or three years, some of the local officers might become instructors without outside assistance.*

381. By the paid system do you not limit the number of men trained to arms? Undoubtedly; you practically shut out the more independent classes—the men to whom the small payment for attendance at parade can be no object. I confess, therefore, that, if I saw my way to establish volunteer forces in these Colonies on the purely voluntary principle—excepting of course the payment of capitation allowances and the provision of funds for encampments, musketry and artillery practice—I would prefer to have a purely volunteer force. “The system of paying volunteers for attendance is a compromise with the militia system, and it is inconsistent with the object of a volunteer force, which aims at partial training of the largest proportion of the inhabitants capable of bearing arms; for many men will join and remain in the force, on account of the remuneration, who would otherwise after a period leave, and thus, the ranks once filled, young men who would otherwise have their turn in the ranks would be excluded, and instruction in military exercises restricted to only a small proportion of the inhabitants. Again, were their services to be directly remunerated by money payment, many who would join in the hope of distinguishing themselves, and from a real interest in military exercises, would be deterred from doing so, lest it should be assumed that they have joined for the sake of the small pay attached, and thus the ranks would be filled more with the class that would join a militia than with the higher and more independent class desirable to obtain among the volunteers. The success attending the payment of the Victorian naval reserve cannot be adduced in favour of payment of the land force, for the former must of necessity be drawn from a very limited local population, specially brought up to one mode of life, whilst the latter is open to any able-bodied man in the country, without reference to his occupation in life.” “Comparing the two systems (volunteer and volunteer militia), without reference to the expenditure, it must be conceded that the advantage of being able to depend upon periodical gatherings of the whole force is very considerable, and enables a much more uniform efficiency to be attained than is possible under a system by which the same members are not necessarily exercised together at each muster; but still as it cannot be sustained that, even under such a system, the men can ever become trained soldiers, actually fit for service, the question arises as to whether this increased efficiency is not dearly bought, for it cannot but mean a certain longer period of preliminary drill when the regiments are embodied for service to render the men trained under the one system equally efficient with those trained under the other. If the men remain in the force a sufficient number of years to become well trained, it is evident that the training to arms must be limited to a very small proportion of the people; whilst if they do not remain such a length of time their proficiency will be little better than that of the unpaid force.” The foregoing remarks have been extracted from a paper read by Major R. H. Shakespear, commanding the Victorian volunteer engineers, before the Social Science Congress at Melbourne, and in my opinion he puts the case very clearly.

382. How would you meet the case of men who were anxious to join the volunteer force, especially in the country districts? By the establishment of rifle companies somewhat on the South Australian system, which appears admirably suited to a scattered population. Of course such an organization would be in the light of an experiment, but we are bound to make this further experiment in order to arrive at the best organization suited for New South Wales. I am convinced that the best results would be obtained from training as large a proportion of the population as possible in elementary drill and rifle-shooting. Mounted corps might be organized on the same conditions. The main advantage of these rifle companies is their excessively small expenditure

expenditure per man, which has been stated by Colonel Downes to be as low as 10s. I would be prepared to expend £1 per man to cover cost of ammunition, repair of arms, instruction, and inspection. The companies should clothe themselves, maintain rifle ranges, and drill sheds. Arms would have to be provided by the State, and special arrangements devised for keeping a strict supervision over them. This will be found to be one of the difficult points connected with the formation of these companies. The cost of arms and accoutrements would amount to about £6 per man.

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383. Will you state your views with regard to the torpedo corps; are there any changes you would recommend? The torpedo volunteer corps stands in a different category from other volunteer corps, not even excepting the engineers; for the reason that the majority of the corps has practically to be recruited from the Telegraph Department. The nature of the work to be done is exceptional. More training is required than for the ordinary military exercises. I think, therefore, that whilst maintaining the character of the corps as a military body—entirely under the control of the Commandant of the local forces—its organization should be of a special character. The commanding officer of the torpedo corps, Major Cracknell, in his report to the Commandant, considers that “the number of parades is nothing like sufficient to ensure the efficiency of a corps like the torpedo and signalling corps, which, in addition to the duties peculiarly its own, has to be as well up in military drill as any other corps.” This efficiency in military drill appears to me unnecessary. In the case of a torpedo corps all that is necessary is that the men should be fair marksmen, and able to go through a few movements for general inspection. It is evident that much of the training of this corps can be conducted in the evenings.

384. Do you think that the strength of the torpedo corps could be reduced? Decidedly not. The strength of the corps was very carefully considered by Sir William Jervois, and I have since looked into the matter. The torpedo defences being of equal importance with the artillery defences, the corps for working them must be kept up fully manned and fully trained in time of peace. The attack on the torpedo defences would probably be conducted simultaneously with the attack on the batteries. In torpedo defences everything must be prepared in time of peace, as much as the guns in the coast batteries. The corps will be distributed as follows:—25 at Newcastle, 25 at Botany Bay, and 50 at Port Jackson. These figures are much below the authorized home establishment for such extensive submarine defences as we must maintain, in consequence of the Harbours and Rivers Department being relied upon in New South Wales to assist with boats, barges, &c., which would be manned with hired labour. The corps being composed entirely of volunteers is an additional argument against reduction. *The torpedo corps and the artillery stand in the same category.—they are of the first importance in the scheme of defence.*

385. Do you recommend that the torpedo corps should be affiliated with the artillery force? I do; but I wish it to be clearly understood that I do not propose this affiliation in any sense as withdrawing the corps from the entire and complete supervision and control of the Commandant. To understand the reason why I make this recommendation, I should give the outline of the scheme of defences as it has been planned by Sir William Jervois. In the first place, the defence is divided into two distinct parts—the defence to resist sea attacks, and the defence to resist land attacks. Although both parts will be worked absolutely under the control of the Commandant, once fighting has commenced the senior artillery officer, in charge of the coast defences, becomes responsible to the Commandant for the conduct of the operations by the artillery and the torpedo corps. And, as it is an admitted axiom that military forces should be organized for peace and war on one and the same system, I advocate this affiliation in order to guard against possible misunderstanding in so extensive a system of defence as that provided for New South Wales. For a long time past I have thought this affiliation necessary. I wish to see the defence organization of the Colony so arranged that, on the outbreak of war, no orders will have to be issued except those authorizing the execution of plans carefully matured in peace. What, therefore, will be the position of the artillery officers in Port Jackson, at Botany and Newcastle, if my proposal be not carried out? Instead of the two corps being familiar with each other, officers with the officers and men with the men—and each understanding the work to be done by the other—there is imminent risk of confusion and misunderstandings, the cause of nearly all military disasters. In England, and at Imperial foreign stations, the engineer officer controls the torpedo defences, acting in concert with the artillery officer who commands the artillery of the defence. As there are no regular engineer officers, and only volunteer engineers, who are required with the field force, the next best thing, to ensure unity of action, is to affiliate the torpedo corps to the permanent artillery. It appears to me that the only considerations which prevent the carrying out of my proposal are of a routine character. In no sense will the Commandant lose the complete control over the operations of the corps, or be relieved of his full responsibility, either during peace or war. The officer commanding the torpedo corps would report through the officer commanding the artillery forces.

386. How would you give the torpedo corps a special organization? I would follow the practice of the Imperial Service and recognize the speciality of the torpedo defences. It will be seen that Colonels Anderson and Roberts both advocate a permanent nucleus for the torpedo corps. I do not concur at present in the recommendation, because I wish the present system of paying the officers and men for attendance at torpedo drill and practice continued; but there must be very much more practising at the legitimate work of the corps than at present, and only military drill sufficient to enable the men to parade and march past at inspections and nothing more. The time of the corps should not be wasted in learning drill which it would not be required to perform in time of war. Whatever decision may be come to in regard to the field force should in no way affect the torpedo corps. *Any reduction of pay in the former must not be carried out in the latter.* But in return I would insist on more work. In this manner only will the necessity for a larger expenditure in the maintenance of the corps be avoided. As to the officers, I consider that Major Cracknell should be appointed director of torpedo defences and be paid as such, in order to remove him from comparison with the officers commanding infantry regiments, whose duties being purely military and not professional are entirely different from his. The other officers, if qualified and competent to direct torpedo operations without Major Cracknell's immediate supervision, should also be remunerated for their professional services. I may mention that in England the Committee on the Volunteer force recognized the necessity for specially considering the position of volunteer companies employed in connection with the torpedo defences of the commercial ports of Great Britain. General Sir Lintern Simmons, the Inspector-General of Fortifications, recommended the formation of submarine mining companies, which are evidently analogous to the Australian torpedo corps. He urged the very great importance of forming these companies, and stated that he did not see “how you can possibly expect men of that class, who alone are fitted for the work, to undertake it unless you are prepared to remunerate them for

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for the great length of time, fifty days (which to a working man is a very considerable time), which they would have to devote to instruction in the art." The Committee, in recommending that the proposal should be tried at one of the commercial ports, acknowledged the necessity for a special organization, similar to that I have insisted on.

387. Do you consider it advisable to extend the system of drilling boys in the schools of the Colony? I do, but not for the purpose of providing recruits for the local forces. The question need not be considered in connection with the defences, although the military staff can be utilized. It is desirable to impart a certain amount of knowledge in military exercises to the youth undergoing instruction in the schools. It is, however, to be borne in mind that drill is not of primary importance. The object should be to train boys to habits of obedience and self-control, and to accustom them to the restraints of discipline. I wish therefore a well-considered scheme to be adopted, extending the drill to both public and private schools of a certain size throughout the Colony, the masters to act as instructors, receiving small fees, under the supervision and with the assistance of the military authorities.

388. What are your views with regard to the custody of warlike stores in the Colony? I think the present arrangements very unsatisfactory—they appear to be costly and un-businesslike. In making this remark I wish to be understood that I am not reflecting in any way on the Ordnance Storekeeper. I know Mr. Blanchard to be a most painstaking and zealous officer: it is the system I find fault with. If one thing more than another has hindered good and economical administration in military affairs, it has been the separation of the Store Department from the absolute control of the military commander. In all the other Australian Colonies the Commandant of the local forces is directly responsible to the Government for the military stores required by him; he is at the same time entirely subject to the check and control of the Audit Department. Thus there is no circumlocution, there is a complete check, and above all things there is great economy in the management. In the case of New South Wales a large reduction could be effected by the employment of men of the permanent artillery to work under the control of the store officer. So far as I can see, the reform needed in this department could be effected at once by transferring the present Ordnance Storekeeper and Barrack-master to the staff of the Commandant. It is only necessary to look at the estimates for this department to see how unfairly the expenditure upon it is brought in as increasing the total military expenditure of the country. Half the work done by it is for civil magazines. The Ordnance Storekeeper could continue to look after these magazines without interfering with his military duties.

389. What do you consider should be done to ensure a supply of ammunition in time of war? This is a very important question, which must not be lost sight of. I believe in time of war, it would be impracticable to obtain supplies of ammunition from England, either for guns or small arms. The stock of ammunition for guns is satisfactory, provided it is kept up. No doubt in a time of pressure the engineering factories in Sydney could manufacture shot and shell, but at a greatly increased cost. With regard to small arm ammunition, it would be advisable to procure a small plant for making up ammunition in the Colony. The services of the permanent artillery officers and men might be utilized in connection with the working of such a plant. The subject should be looked into, and information obtained from the Agent General in London. I would here draw attention to the paramount necessity of voting sufficient money regularly every year for the practice ammunition required for the ordnance and small arms, and thus keep the reserves intact. This robbing of the reserves of ammunition for practice purposes is one of the dangers ever present in Australia.

390. What should be the duties and term of office of the Imperial officer you recommend should be engaged by the Australian Governments? I advocate this appointment on the following grounds: (1.) It is essential, for the maintenance of efficiency in military forces that there should be periodical and searching inspections into everything connected with the administration of those forces. These inspections to be of any value must be conducted by an impartial and independent officer, whose only aim would be to rectify what appeared to be wrong. (2.) At present the several Australian Governments have no *recognized* officer outside of the local forces, to consult on countless military questions and details, about which the ministers in charge of the defences can know very little. The appointment of a military adviser would relieve the ministers of this difficulty, and he would be their acknowledged referee; and on him would rest the responsibility of tendering proper advice. (3.) This officer would, moreover, be a guarantee to the several Governments that they were getting adequate results for the money spent upon the defence preparations. (4.) He would be the means of introducing the necessary changes and all modern improvements in order to keep the defence organisations thoroughly up to the times. (5.) He would strengthen the hands of the commandants by his counsel. He would bring together the local forces of the several Colonies, institute comparisons, produce emulation between them. (6.) Lastly, every Commandant in Australia—I include five Colonies—has assured me that he wished to see a military head appointed for Australia, as such an officer would be able to report to the several Governments whether good or bad work was being done by the Commandants. Holding these views, I would appoint the officer for a term of three to five years,—reserving to the associated Governments the power of terminating the agreement by mutual consent. I would give the officer the rank of Brigadier-General, but I would not go to the expense of providing him with a staff, as I am opposed to any considerable expenditure upon the office to be created. An allowance for a clerk should be granted. Arrangements could be made in each Colony for an officer to act as orderly officer to the inspecting officer whenever he visited the Colony.

391. What should be the duties of this officer? The duties would be as follows:—(a) To conduct periodical inspections as frequently as he desired of the local forces, and of all the military establishments and arrangements in each Colony. (b) To advise and act as the referee of the several Governments in all military questions; to be the final court of appeal, subject to the approval of the Governments, in all questions of military discipline. (c) In time of peace not to perform any act of executive command, and in no way to interfere with the Commandants in their executive functions. (d) In time of war the inspecting officer would assume supreme direction of the military affairs of the Colonies concerned, but he would not lessen the entire responsibility of the several Commandants. The expenditure involved in creating such an appointment would be small if all the Colonies, including New Zealand, were to join,—probably under 2 per cent. of the military expenditure. The head quarters of the inspecting officer could be made shifting. Lastly, the appointment of such an officer would have the effect of giving permanence to the defence organization of Australia, and would lead to a more satisfactory recognition from England of the defence preparations now being made by the Australian Colonies.

392. What is your opinion of the annual expenditure necessary for the maintenance of a defence organisation suitable to the requirements of New South Wales? The so-called military expenditure sanctioned by Parliament for the year 1881 is as follows:—

Col. P. H. Scratchley, C.M.G., R.E.
21 Mar., 1881.

(1.) General staff	...	...	2,995	
(2.) Permanent artillery	...	...	31,186	
(3.) Volunteer force	...	...
		{ Torpedo Corps ... 2,421		
		{ Field force ... 34,544	37,515	
		{ Public School Cadet Corps 550		
				£
	Total for Military forces	...	71,696	
(4.) Naval Brigade	...	...	5,815	
				5,815
(5.) Ordnance and branch department—one half of £6,521, as representing expenditure on account of military stores, say	...	...	3,250	
				3,250
(6.) Repairs to military and volunteer buildings	...	...	1,500	
(7.) Lighting lamps, sweeping chimneys, &c., Victoria barracks	...	...	400	
				1,900
(8.) Warlike store, special supply	...	...	2,500	
				2,500
(9.) Works of defence	...	...	6,706	
				6,706
				91,867

Items marked (1) (2) (3) (5) (6) (7) (8) represent the actual expenditure for the year on military forces, and amount to £79,346. The expenditure on naval brigade (4) (£5,815) should not be taken into account, as the corps is not wanted for the military defences. The expenditure upon it should be charged to the Colonial naval defences—a matter I have fully discussed. It would then be a wise expenditure: at present it is an expenditure producing no results. The item (9) £6,706, for works of defence, represents a special expenditure not recurring every year. If my views prevailed I would reduce the military expenditure to £66,000, thus:—

£71,696
3,250
2,500
1,900
79,346

(1) General staff	...	...	at present	£2,995	Keep at	...	£2,995
(2) Permanent artillery	...	...	at present	31,186	Reduce to	...	27,000
(3) Volunteer force—							
Torpedo corps	...	...	at present	2,421	Keep at	...	2,421
Field force	...	...	at present	34,544	Reduce to	...	18,000
(4) Drilling in public schools	...	...	at present	550	Increase to	...	1,000
(5) Ordnance store Department (to include working pay for the maintenance of warlike stores)	...	...		3,250	Reduce ultimately to	...	2,000
(6) Warlike stores to replace worn out stores and practice of ammunition for small arms and ordnance, to be voted every year regularly	...	...		2,500	Increase to	...	4,000
(7) Repairs to military buildings, sweeping chimneys, lighting lamps (I would execute most of the work with the permanent artillery)	...	...		1,900	Reduce to	...	1,200
	Present expenditure	...	...	£79,346			
	Proposed expenditure	...	...			...	£58,616
(8) Add for maintenance of rifle companies, Artillery reserve, volunteer reserve, share of pay of inspecting officer, school of instruction, instructors (all of which I recommend)							
Say for the year 1882	...	...	...			...	7,000
	Total proposed expenditure	...	...			...	£66,616

This shows a saving of £13,000. The saving is greater because one item of this year's expenditure is too low, viz., that for the supply of ammunition for practice, which should be not less than £4,000. Again, I provide for increased expenditure (1) public schools, (2) practice ammunition (an item which should not be starved), (3) maintenance of rifle companies, (4) artillery reserve, (5) volunteer reserve, (6) inspecting officer, (7) school of instruction and instructor. Moreover, if the plan be adopted of reducing the strength of the artillery in the ranks to 200 officers and men whenever the reserve reaches 200 men, there will be a further saving, even allowing for the necessary increased expenditure on account of the artillery and volunteer reserves and the rifle companies to be established throughout the Colony.

To recapitulate: assuming that the future military expenditure of the Colony (exclusive of Naval Brigade, which has throughout been omitted) is fixed at £66,000 a year instead of £79,000 at present, the country would obtain very much more for the money spent and be more fully prepared to meet attack than at present, inasmuch as it would have at its disposal a military force of 3,600 men;—permanent artillery, 200; reserve, 400; torpedo corps, 100; volunteer militia, 1,700; volunteer reserve, 1,200. At present it only has about 2,035 men. Besides this force there would be rifle companies in the country districts, the public school boys would be drilled, the supply of practice ammunition would be fully provided for, the ordnance store department would be economically managed, and the expenditure on the military works laid out partly in the finding employment and teaching trades to the artillery force in barracks. But to carry out the reforms I recommend much firmness will be required, as it is unfortunately the rule to throw discredit on and disparage attempts at reform.

THURSDAY, 24 MARCH, 1881.

Colonel Peter Henry Scratchley, R.E., C.M.G., further examined:—

Col. P. H.
Scratchley,
C.M.G., R.E.
24 Mar., 1881.

393. Do you think that a reduction in the annual military expenditure could be effected, having due regard to the efficiency of the military force, and without material injury to the service? Certainly, without impairing complete efficiency as already explained in my evidence. It must, however, be borne in mind that, so long as the men in the naval brigade receive £12 per annum pay—without performing the duties, and undergoing the training, of a naval reserve—there will be a difficulty in reducing the expenditure on the volunteer militia.

TUESDAY, 29 MARCH, 1881.

Colonel Peter Henry Scratchley, R.E., C.M.G., further examined:—

Col. P. H.
Scratchley,
C.M.G., R.E.
29 Mar., 1881.

394. Will you hand in a statement of the guns that will be mounted in the coast batteries when Sir William Jervois' scheme of defence has been completed? I hand in the statement required, signed by Colonel Roberts and myself. From the statement it will be seen that there will be 45 guns mounted in the batteries for the defence of Port Jackson, 5 guns at Botany Bay, and 7 guns at Newcastle; total, 57 guns. I would direct attention to the remarks which appear in the statement, as they bear upon the question of the number of guns, for which full detachments of gunners should be provided.

395. What do you consider would be the duties of the engineer corps in time of war, and are you of opinion that they should have anything to do with the permanent works of defence? Considering that a large force of permanent and volunteer artillery is to be maintained for manning the guns in the batteries, and that they are to be supplemented by small garrisons of infantry, it will be unnecessary for the engineer corps to have anything to do with the maintenance of the coast defences. No difficulty would be experienced in instructing the permanent artillery officers, to enable them to undertake the charge of the engineer duties connected with these works in time of war. These would include the construction of additional earthworks and obstructions in the batteries, for defensive purposes against boat attacks; also of extra bomb-proof accommodation, as well as the repairs to the works during or after an attack. For these purposes, therefore, tools, materials and other appliances should form part of the equipment of the coast batteries. The primary object, which Sir William Jervois had in view in recommending the maintenance of an engineer corps was that of associating it with a field force, provided for the defence of Sydney against land attacks. The corps at its present strength is only sufficient to undertake the engineering duties connected with the field force; if more than this were proposed it would be necessary to increase the corps largely. I suggest a small increase in the strength of the engineers, in order that the corps may provide signalling parties for the field force without drawing upon the torpedo corps, which will have enough to do in attending to the submarine defences. In my previous evidence I have laid considerable stress upon the necessity for providing, on the outbreak of war, defensive positions to the north and south of Sydney, in which the field force would be posted to resist the attacks of the enemy. These positions would be commenced from the points at which landings were anticipated, and would be succeeded by others to which the force could retire in the event of its meeting with a reverse. Thus a succession of defensive positions should be established to cover the approaches to the capital. To carry this plan into effect it will be necessary that the engineer officers should study and examine the country to the north and south of Sydney, and prepare careful reconnaissances of all the roads and tracks leading to the capital. In this duty the engineers should be assisted by such officers of the artillery and militia forces as are competent to undertake the work. I am inclined to think that it would be well to increase the number of officers attached to the engineer corps, provided suitable candidates can be found; for there can be no doubt that the duties of this corps in time of war would be very onerous. It will further be necessary to train both the officers and men to act as superintendents of military and civil working parties.

Colonel Peter Henry Scratchley, R.E., C.M.G., further examined:—

Col. P. H.
Scratchley,
C.M.G., R.E.
29 Mar., 1881.

396. You have heard the evidence given by Colonel Downes in reference to a landing in force. What are your views on the subject? I do not concur with Colonel Downes. Although the question is one that would best be dealt with by the naval authorities, as being connected with the naval defence of the Colony, I will state my views. In the first place, the Admiralty in London knows the position of every war ship of foreign nations, and is kept fully informed of all their proceedings. As war became imminent, there would be increased vigilance on the part of the Admiralty. On the outbreak of war, no doubt arrangements would be made to watch every port and ship of the enemy. I, therefore, do not believe it would be practicable for any foreign power to make preparations on the scale, stated by Colonel Downes, and despatch such a large expedition, as he contemplates, without ample warning being sent to Australia. The expedition would have to be large indeed, for not only must it convey the invading forces but it must be accompanied by a sufficient naval force to protect the expedition. The whole idea is, to my mind, most improbable, if not impracticable. Any such expedition could only be undertaken in the absence of the Imperial navy, and in the contingency of Great Britain having lost for a time the command of the seas. But admitting all these points—and I am a strong advocate for adopting all reasonable precautionary measures for defence—I contend that the only way to meet such an attack would be with Colonial naval defences, auxiliary to the Imperial naval force in Australian waters. It would be bad strategy to let the enemy land, and the Australian defence preparations should be such that the enemy would be resisted not only on shore as he was landing, but at the same time be attacked by sea, either before or during the landing. Again, Colonel Downes does not mention where the landing is to be effected. Now, there is only one landing-place near Sydney—Broken Bay—where an enemy could find a base from which to launch an expedition against the capital. The bays between South Head and Botany Bay need not be taken into account, as an enemy would not risk such a large expedition, with the sea as a base, being liable at any moment to be cut off from communication with the shore by bad weather. Botany Bay would be denied to the enemy not only by the fort on Bare Island, but by the field forces on shore. With the large number of field pieces and guns of position, which could be

be made available, there would be no difficulty in keeping unarmoured ships out of Botany Bay. On the other hand, admitting an enemy had landed in Broken Bay, a glance at the map of the country between it and Sydney will enable any one to understand how easy it would be to resist with success an advance from any point in Broken Bay, even without any local defences. Extemporized local defences would no doubt be established when warning was obtained of the probability of an attack of the nature described being made on Australia. Attacks of the nature pointed out by Colonel Downes must be met by naval means, while the probable attacks by armed merchant vessels of great speed, sent to deal a sudden and unexpected blow, and the less probable attacks of war vessels, must be resisted by coast batteries, and the defence organization recommended by Sir William Jervois.

Col. P. H.
Scratchley,
C.M.G., R.E.
29 Mar., 1881.

397. In your evidence you have frequently referred to the primary importance of colonial naval defences: will you explain what you consider these defences should be? The colonial naval defences to which I refer have yet to be created. They are required to complete the defence organization of New South Wales, and indeed of all the Australian Colonies. A commencement has been made in Victoria in the matter, but in the wrong direction. The Victorian naval defences are too costly, and the ships are not of the class required. Moreover there are no guarantees that efficiency can be maintained. Whatever naval defences may be established for New South Wales they should be of an economical character, and, whilst being entirely under colonial control, should be subject to the periodical inspection of a searching character by an imperial naval officer of superior rank—the Commodore or other Imperial officer in command in Australian waters. The arguments advanced for the appointment of a military officer, to act as inspecting officer of the local forces apply equally to this Naval Inspector. The duties of the colonial naval defences, in time of war, have already been explained by me. Immediately you establish these naval defences, all scares as to invasion disappear, and you need only maintain local land forces sufficient to meet the contingency of the naval defences not meeting the enemy at sea. If the colonial naval defences be established on a correct basis at the beginning, they admit of indefinite development and expansion as the importance of the interests at stake increases. Colonial naval defences would undoubtedly solve the difficult question as to how the numerous ports and coal depots on the coast of New South Wales are to be protected from predatory attacks by armed merchant vessels or cruisers. So far as *personnel* is concerned, New South Wales has already in existence a force which can be immediately utilized for the colonial naval defences. I refer to the Naval Brigade, a force which should be converted into a naval reserve, under proper regulations, and should be composed of as many sea-faring men and officers as possible. The Victorian naval reserve regulations might be referred to in framing regulations for the New South Wales naval reserve. The duties of this reserve would be to man all floating defences provided for the defence of the Colony,* which might comprise (1) gunboats, armed with one heavy gun, and intended to co-operate with the shore batteries and work in the harbour only; (2) armed merchant or Government vessels which in time of war would become improvised men-of-war; (3) guard-boats, whether row-boats, steam-launches, or steamers armed with machine guns; (4) spar torpedo boats. The naval reserve would have nothing to do with the shore batteries or the fixed defensive torpedoes; they would only protect them as far as possible against attack by water. An operation which an enterprising enemy might undertake would be to open up a passage, by countermining, through the torpedo defences by means of gunboats, launches, &c. This must be met by artillery fire, and by the defenders' steam launches and other floating defences, manned by the naval reserve. The next point to consider is what should be the appliances provided for training the reserve. (1.) A gun-boat would be a source of additional strength for the defence of Port Jackson, but there is no need for one at present, as the coast batteries, recommended by Sir William Jervois, are amply sufficient to meet any attack likely to be made on Port Jackson. (2.) A few light rifled guns (6-inch breech-loaders, new pattern, of 4 tons weight, or guns of less weight and power) might be provided, with all the necessary ammunition and fittings suitable for placing the guns on board merchant vessels, which, on the outbreak of war, would be commissioned. One of the Government steamers might be fitted in time of peace to train the naval reserve in their duties without much expense. (3.) Some of the Government steamers and steam launches might be utilised in time of peace to teach the officers and men their duties in connection with guarding the entrance to the port. (4.) One or two of these steam launches might, if found suitable, be fitted with spar torpedoes, and the men trained to their use. The foregoing proposals would only lead to a small additional expense, and they would place the Naval Brigade of the Colony in its proper position, and make it of actual value for defensive purposes in time of war. It cannot be said that at the present time it is of any value, as it has no place in the defensive organization of the Colony. I do no more than give a bare outline of the idea; the details will have to be filled in hereafter. As I have already stated, it is an inexpensive organization, which admits of indefinite expansion as required, and it would provide a colonial naval defence, which is now wanted to complete the defence organization of the Colony. I believe it has been proposed that a naval torpedo corps should be formed. I am entirely opposed to such a measure and to such an unnecessary expenditure. The defensive torpedoes of the port are looked after by a special torpedo corps. There is no place nor need for a naval torpedo corps: all that is required is that a portion of the Naval Brigade should be instructed in the use of the spar torpedo, and in the fitting of steam launches with the same; also, as to the best mode of protecting ships against the attacks of aggressive torpedoes. More than this should not be attempted. In England, in the United States, and most foreign countries, there is a distinct line drawn between the two classes of torpedoes.

The War Office, in a letter dated 24th August, 1880, informed me that *defensive* submarine mines are in charge of the military, and *offensive* torpedoes in charge of the navy, because the defensive mines being made up on shore, the testing and observing arrangements being from shore, and the mines themselves being fired from shore, by command of the officer conducting the military defence; whereas offensive torpedoes are at present employed only from ships and launches forming portions of the naval defence. Submarine mines must be as ready for action as guns, and the two should come into action conjointly.

I do not attempt to touch upon the question of a federal naval defence for Australia. It will grow out of my proposal if it should be adopted by each Colony, on a scale suited to its defensive requirements and resources. At any rate the example set by New South Wales would soon be followed by the other Colonies.

4—Q

Colonel

* *Vide* Colonel Scratchley's explanatory memorandum relating to Scheme of Defence in Appendix.

Colonel Peter Henry Scratchley R.E., C.M.G., further examined :—

Col P. H. Scratchley,
C.M.G., R.E.
29 Mar., 1881.

398. Will you explain the part assigned to the naval brigade by Sir William Jervois in his scheme of defence? Sir William Jervois, in his report, recommends that the naval brigade should be reduced from 320 to 200 officers and men; that 150 should be detailed to form part of the crew of the iron-clad proposed by him, and fifty should be allotted to the garrison of the fort at Newcastle. The proposal to purchase an iron-clad not having been approved by the Legislature there is no place assigned in the defence organization for the naval brigade, excepting so far as the garrison at Newcastle is concerned. An infantry force is now maintained at Newcastle consequently the Naval Brigade will not be wanted for the fort. Notwithstanding this fact, the naval brigade has been increased in strength, and is now 328 strong, costing the country £5,815 per annum. A reference to Captain Hixson's evidence will show the unsatisfactory position occupied by his corps; it is neither a land force nor a naval force. The time has arrived for a decision to be come to in the matter. I am entirely opposed to the abolition of the corps, but I contend it should be given its proper place, and converted into a naval reserve, under a special Act, and trained for service afloat. The corps would then take charge of any floating defences that may be provided in the future—these defences being intended for work inside and outside the harbour, in the manner indicated by me in reply to a previous question. If the corps is to remain as it is, it is nothing but a volunteer naval corps, and should be placed under the Commandant. It is contrary to common sense, and every military principle, that there should be an independent corps, for defensive purposes on land, not under the control of the officer responsible for the military defences.

WEDNESDAY, 30 MARCH, 1881.

Colonel Peter Henry Scratchley, R.E., C.M.G., further examined :—

Col. P. H. Scratchley,
C.M.G., R.E.
30 Mar., 1881.

399. Will you give the Committee a memorandum explanatory of the scheme of defence which has been adopted for New South Wales? I hand in the statement asked for, and may remark that, if the works are proceeded with vigorously, the coast defences should be completed in 1882.

MONDAY, 4 APRIL, 1881.

Colonel Peter Henry Scratchley, R.E., C.M.G., further examined :—

Col. P. H. Scratchley,
C.M.G., R.E.
4 April, 1881.

400. Will you now sum up your evidence, and give a brief outline of your recommendations on the matters referred to the Commission for report?

I. Briefly my evidence is to the effect—

- (a) That there are grave defects in the defence organization of New South Wales that can be readily remedied.
- (b) That the organization is incomplete in many important respects.
- (c) That colonial naval defences are required to complete the defence preparations of the Colony.
- (d) That the present military expenditure is too large and can be reduced.
- (e) That full value is not obtained for the expense incurred.

II. The defects pointed out are as follows :—

- (f) In the permanent artillery corps the organization and constitution are radically bad, owing to a blind adherence to the Imperial army system, which is, in my opinion, unsuited in many important respects to a new country. Also, that no attempt is made to retain the services of the trained men, after they have left the force, by forming a paid reserve.
- (g) The expenditure on the volunteer militia is excessive, owing to the high rates of pay granted to officers and men, and it is doubtful whether the extra training is worth the extra cost.
- (h) In consequence of the system of paying the men for attendance at drill, the number of men being trained to arms is limited by the great cost.
- (i) The military education of officers, permanent and volunteer, excepting in military routine and exercises, is entirely neglected.
- (j) In the permanent artillery the officers are not compelled to know anything outside of these subjects, and the standard of examination for these officers is altogether too low.
- (k) The torpedo corps is insufficiently trained in professional duties, owing to the limited number of parades.
- (l) The Ordnance Store Department is managed at an unnecessary cost, and is entirely withdrawn from the control of the Commandant, thereby introducing a divided responsibility in one of the most important branches of the military service.

III. The organization is incomplete, for the following reasons :—

- (m) The naval brigade does not form part of the military defences, and yet it is not utilized for naval defences.
- (n) There is no reserve formed of trained men from the permanent artillery.
- (o) Nor a reserve formed from the men who have served in the volunteer militia.
- (p) No encouragement is given to the volunteer movement in New South Wales generally.
- (q) There are no mounted corps.

IV. My recommendations may be recapitulated as follows :—

- (1.) Colonial naval defences to be provided. The naval brigade to be converted into a naval reserve, for the purpose of manning any floating and other naval defences that may be provided for New South Wales. The system and regulations of the Victorian naval reserve to be adopted.*
- (2.) A military adviser and inspecting officer for the local forces of Australia to be appointed. The officer appointed not to be of high rank, and the expenses connected with the office to be kept as low as possible, no staff being necessary.
- (3.) The permanent artillery force to be reorganised for short service, and to be now reduced to 300 officers and men. The formation of a reserve of trained men, who have served not less than three years, to be at once commenced. The corps to be increased to 400 men if the reserve be not formed. Retaining fees ranging from £12 to £20, if necessary, to be given to the men in the reserve, according to the time they engage to serve; a portion of the fees to be in the shape of deferred pay, to be paid on completion of service. Subordinate situations in the Government

* Vide Appendix for Victorian Naval Reserve Regulations.

Government departments to be opened to the men, as an inducement to go into the reserve. An office to be established at head quarters, at which applications from public companies, &c., for men who are leaving the force may be registered.

Col. P. H. Scratchley,
C.M.G., R.E.

- 4 April, 1881.
- (4.) When the reserve is 200 strong, the number in the ranks to be reduced to 200 officers and men, but no further reduction to be made. The reserve to be fixed at 400 to 500 men.
 - (5.) There is no necessity for a permanent infantry force, and even if there were, the cost of maintenance would be too great; a large field force being required for defence against land attacks.
 - (6.) Two batteries of garrison militia artillery required, 150 strong.
 - (7.) A change is required in the torpedo corps to render it more efficient; more exercise in the professional work of the corps, less infantry drill; no reduction in pay admissible, but more work to be insisted on.
 - (8.) Affiliation of the corps to the artillery force, in order to place under one head the coast defences of Port Jackson, Botany, and Newcastle. Strength of corps to be as at present, 100 officers and men.
 - (9.) Preference to be given to a volunteer militia, as at present constituted, on the condition that the cost is reduced to £10 per man, or about £18,000 for 1,700 officers and men. Men not to remain longer than five years in the ranks.
 - (10.) Undue importance not to be given to continuous training, if much time be taken up in learning the details of military life.
 - (11.) Volunteer reserve to be formed without pay from men who have served in volunteer militia and in the old volunteer force. Strength to be limited to 1,200 men.
 - (12.) Rifle companies to be formed in the country districts of New South Wales, with an inexpensive organization; arms and accoutrements to be supplied to the men by the State; £1 per officer and man per annum to be the authorised expenditure for ammunition, instruction, inspection, and contingencies; clothing, drill-sheds, rifle-ranges, &c., to be provided at the cost of the companies.
 - (13.) A corps of mounted rifles to be formed in and around Sydney on a purely volunteer organization, the State granting no personal remuneration, and only arms, ammunition, and instruction.
 - (14.) Corps of mounted rifles, on the same basis as the rifle companies, to be formed in the country districts, if there should be a demand for them.
 - (15.) The strength and composition of the militia field force to be as follows:—

Field artillery	...	...	...	...	...	200	officers and men.
Engineers	...	...	...	...	...	60	" "
Infantry	...	...	...	...	...	1,450	" "
						1,700	" "

Besides the volunteer militia there should be a reserve force of volunteers, of from 1,000 to 1,200 men, distributed in the same proportion as above amongst the several arms; the volunteers to be affiliated to the volunteer militia. In this manner a total strength of about 2,900 officers and men would be available for the defence of Sydney and Newcastle; this force to be quite irrespective of any volunteer corps or rifle companies which may be raised in the country districts.

- (16.) The field artillery should be composed of three batteries of six guns each—total, eighteen guns. If guns of position were available, they would be in addition to the eighteen field guns, and would have to be worked by special detachments told off for the purpose. The guns of position would form part of the defensive positions established to the north and south of Sydney.
- (17.) As to the changes in the laws and regulations, they should be left for the Commandant to decide, whenever the organization and composition of the several forces had been settled by the Government.
- (18.) The Ordnance Store Department should be re-organised and transferred to the entire control of the Commandant. Men in the permanent artillery should be employed as far as practicable with the object of reducing the expenses. Arrangements should also be made by which all necessary repairs to ordnance, carriages, arms, and other military equipments could be executed by the department.
- (19.) Changes should be made in the system of examination for appointment and promotion, with a view to introducing a higher standard of military knowledge for the officers of both the permanent and volunteer forces.
- (20.) Military schools for the instruction of the officers of all arms should be established, and the necessary instructors appointed.
- (21.) It should be compulsory for the permanent officers to attend the schools and go through a course of instruction in field engineering, tactics, surveying, and reconnoissance. The officers of the volunteer militia and volunteer reserve should be induced to attend this course by granting them certificates of proficiency.
- (22.) A military library and reading-room to be established for the officers of the local forces, in some convenient position in Sydney—not at Victoria Barracks—for the encouragement of lectures and discussions on military matters, subject to the control of the Commandant.
- (23.) The boys in the public and private schools in the Colony to be drilled,—not for the purpose of attempting to make soldiers of them, but with the object of teaching them obedience, self-control, and respect for authority.
- (24.) The military estimates, exclusive of Naval Brigade, to be reduced to about £66,000 a year, due provision being made for additional expenditure in connection with rifle companies, reserves, ammunition, instruction of officers, military adviser, public schools, &c., as recommended in my evidence.

WEDNESDAY,

WEDNESDAY, 16 MARCH, 1881

Frederic Norton Manning, Esq., M.D., Inspector General of the Insane, examined :—

Dr. F. N.
Manning.
16 Mar., 1881.

401. The Sub-Committee have under consideration the question of forming a Reserve, composed of men who have served for about three years in the permanent force of the Colony. They are further considering whether these reserve men could, on leaving the permanent force, be taken into the employ of certain civil departments of the State. Would you give the Sub-committee your opinion as to the practicability of such an arrangement being introduced in the department under your charge? I presume that you would wish to call for the services of these reserve men at certain times.

402. It is probable they would have to parade once a quarter, perhaps for an afternoon, and say a few days consecutive training during the year, but so arranged as not to interfere with their duties. That is to say all the men would not be taken away at once, and substitutes would be provided? I am afraid that would be quite inapplicable to my department. I cannot see how it would be possible to spare men from duty for any parade. I have always, so far, objected even to take a volunteer on the staff. The question appears to be the practicability or advisability of receiving into the department a number of trained soldiers.

403. Assuming you had the distinct responsibility and right of sitting on the Board which admitted these men in the first instance into the permanent force if established? I should have no objection to receiving a certain number of men, but I should not like to be restricted to taking these men alone. In the first place because I do not think that a military training is of any help in my department. I think that strict ideas of discipline would stand in the way of a man's getting on with the patients; and what I want is rather nurses—trained men in the Army Hospital Corps and in the best Public Hospitals, and men with considerable command of temper and with tact rather than with strict ideas of discipline. Then, too, if a scheme of this kind is once enforced I should be bound almost to take the whole of my men from the defence force, and my choice would be limited considerably. Again I should be at a disadvantage with regard to other departments. Mine is possibly the least popular branch of the Public Service. The men—certainly some of the smarter men—would very much rather enter the police, or the gaol service, and I should be left with such as would not be taken by the other departments. There is a further objection: The men would regard an appointment of this kind as a sort of pension. They would come there as a kind of right, and would feel being discharged by me as being wronged. I hold in my department that a man shall not continue in the service for an hour if I consider he is unfit for his work. If it is understood that I have the right of discharge in case of unfitness, that does away with the objection of the men regarding the appointment as a permanent one.

404. Then at all events you would be disposed to accept certain appointments, such as gate-keepers and persons of that sort? I should be glad to get men from the artillery as gate-keepers and for certain other appointments for the special service. I do not think I ever refused to take a man from the defence force, but I should think it necessary to see these men before appointment, and have full power to reject them if from physiognomy or personal peculiarity I considered them objectionable. But the applicants have been very few. I have on several occasions asked the officers of the permanent defence force if they had men who wanted appointments to send them to me, and I have had only a very few applications. I would not wish my choice to be restricted, but I would be willing to take men from the defence force for certain employments.

405. Excluding all special appointments? Yes.

406. Would you inform the Committee as to the probable number of subordinate positions which annually become vacant in your department? There would be possibly twelve appointments annually, and of these I think that perhaps from one-third to a half might be thrown open.

407. Possibly you would be able to take six every year? Possibly.

408. Is it probable that, from age and other causes, a sudden increase may occur in the retirements from your department, which would create vacancies exceeding the average annual number you have stated? I do not foresee any changes. My staff at present is composed of very young men. I have not for ten years admitted anybody over thirty years of age, and I prefer taking them, and have taken them, at from twenty to twenty-three and twenty-four—at twenty if possible. So the staff is now composed of young men. On the question of calling out the men for drill it could not be done in my department, I think, without some increase of the staff. The department is worked now with the lowest possible staff, and if men were spared from their duties for drill—even in limited numbers—I should require some further assistance than I get at present, such as substitutes for the time being, or a larger permanent staff. My rule now is to give everybody one day a month and every other Sunday, and they would want that for personal purposes—it could hardly be devoted to drill. If I had to spare them at other times I should require a larger general staff. Another point is it would be almost impossible to take my men in case of any outbreak of war; I cannot get efficient substitutes in a special service of that kind.

409. What is the average rate of pay of your subordinates? They commence at £72 a year, with food, lodging, uniform, washing, and everything found them, and they go up to £102 a year.

WEDNESDAY, 16 MARCH, 1881.

Harold Maclean, Esq., Comptroller General of Prisons, examined :—

H. Maclean,
Esq.
16 Mar., 1881.

410. The Sub-Committee have under consideration the question of forming a reserve, composed of men who have served for about three years in the permanent force of the Colony. They are further considering whether these reserve men could, on leaving the permanent force, be taken into the employ of certain Civil Departments of the State. Would you give the Sub-Committee your opinion as to the practicability of such an arrangement being introduced in the department under your charge? I do not think the proposal could be advantageously adopted in its entirety for my department. I think that a strong leaven of the military element is desirable in it; but I do not think it should prevail entirely. A man has to be selected more on his individuality than because of his having joined the ranks. The conditions of his duties are different. The man is at once probably placed in charge of thirty or forty men subject in some degree to his temper and his caprice, and I think it requires almost more care in his selection than even for a policeman or any other man I know of, in order to obtain a really effective prison warder. At the same time I think the

the military training is in many respects a great advantage, and I should be quite willing at any time to give a preference to applicants from the force, but I do not think it would answer for my department to have it the rule. I think it would have to be left to the head of the department to judge from physiognomy and in other respects, as to whether a man should be taken on, rather than from the standard required for military service. I imagine that usually recruiting is made entirely from physique and fair decent character, but that is not all that is required in exercising the charge they have to exercise in this department.

H. Maclean,
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411. What is your present mode of appointing warders? The applicant fills up an application form, giving me full information concerning him. He sees me personally, and having a large number to choose from, I select those that seem most fitted. I at one time made it almost an absolute rule to take none but trained soldiers. I have since had occasion to modify my views to a certain extent with regard to that, and I have found that some of the young natives untrained, and civilians, but brought into training in establishments of this kind, have made the very best prison officers I have.

412. It seems to the Committee that you are basing your objections principally on the idea that the men, proposed to be taken from the permanent force, are to be selected simply from the qualifications necessary to make soldiers. Do you recognize the fact that, on the contrary, the men are to be selected by a board composed of heads of departments, not only from their physique but from their educational qualifications and intelligence? I hardly so understand it. But it appears to me that, in the case of a recruit offering himself, the military authorities might be glad to get a man that I might think would not be suitable for a prison officer. The arrangement that men entering the reserve force should be passed by the heads of the departments to which it is proposed to draft them modifies in a considerable degree my objections.

413. Do you understand that the proposal is that men should pass from the permanent force to the different departments in the subordinate positions only, and that from the moment they are so drafted they would be entirely at the disposal of the heads of departments without any inchoate or prescriptive rights whatever? I quite understand that. One thing I should like to add is that, in such a service as the prisons it is advantageous, though I am not generally in favour of such promotion, to let men enter at the lower stages, with a view to their taking higher positions in the service afterwards. I doubt very much whether the sort of men qualified to rise to the charge of establishments would be likely to offer themselves as candidates for the permanent force.

414. Would you inform the Committee as to the probable number of subordinate positions which annually become vacant in your department? About twenty-five.

415. Is it probable that, from age and other causes, a sudden increase may occur in the retirements from your department, which would create vacancies exceeding the average annual number you have stated? I think there will be a considerable increase, from the great age of some of my officers, and also from other causes, such as the establishment of additional prisons.

416. Would the men that you would get from the artillery be available to actively serve in the reserve? There would be considerable difficulty in it, because substitutes would have to be provided for them, and those substitutes probably would be inefficient.

417. Leaving the question of substitutes out of consideration, except on a great emergency, such as actual war, could not arrangements be made by which a few men at a time—say two at a time—could be spared to drill with some corps established in their neighbourhood, and so keep up their training? I think it could be done if the force would furnish men to take their places.

WEDNESDAY, 16 MARCH, 1881.

Edmund Fosbery, Esq., Inspector-General of Police, examined:—

418. The Sub-Committee have under consideration the question of forming a reserve, composed of men who have served for about three years in the permanent force of the colony. They are further considering whether these reserve men could, on leaving the permanent force, be taken into the employ of certain Civil departments of the State. Would you give the sub-committee your opinion as to the practicability of such an arrangement being introduced in the department under your charge? I think that an inducement of civil employment could with advantage be held out to the permanent force; and as far as regards the police, such men as are suitable for police employment should most certainly obtain it. But I do not think that the head of the police should be hampered by a regulation preventing him from employing men exceptionally suitable who apply to him for employment at any time. For instance, in the case of the mounted police bushmen would have to be appointed; and it would not do, in my opinion, to confine even the appointments for foot police entirely to the military.

Ed. Fosbery,
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419. Has it been fully explained to you by the committee that for the permanent force, which may be proposed, it is not suggested that men be enlisted because they may possess qualifications which would merely fit them for soldiers, but that they should be passed by a Board consisting of the heads of departments, whose duty it would be to ascertain if they were suitable, not only as to physique but as to intelligence and educational requirements? I understand perfectly that that is the intention; but considering the extreme difficulty experienced in obtaining the services of suitable men for the police force at 6s. 6d. a day, I do not see how you are to get an equally good class at 2s. a day; and one of the chief qualifications you have not referred to—that is the man's previous character.

420. Do you also understand that the proposal is to draft these men in the first instance for subordinate positions only, and that from the moment they are drafted into any department they are entirely at the disposal of the head of the department, and possess no inchoate or prescriptive rights? I thoroughly understand that, but I should like to hear something further about the liability of these men to be called upon for military duties.

421. Provided that these men are drafted into your department under the denomination of a reserve, would it be practicable for them to act in certain periods of the year in their military service as reserve men? It would be entirely impracticable.

422. Is the force under your command trained to the use of arms and drill, and to what extent? Yes. Since writing a report upon the subject the Government have placed me in a position to completely arm the mounted force with Henry's breech-loading carbines and Adams' revolvers, and the foot police will be armed with Colt's revolvers and Terry's carbines. These were formerly used by the mounted police,

- Ed. Fosbery, Esq.
16 Mar., 1881.
- police, and are now issued to the foot police. I said in the report I have alluded to that the men were drilled, and I say now that they are very partially drilled—very incompletely drilled—at the police dépôt, before they are transferred to their regular duties. The drill is not such as to make them fit to move in bodies without further instruction.
423. Is there any obligation on the police force to turn out in time of war? It is purely a civil engagement; there is no such obligation.
424. Suppose the case of a serious and pressing emergency could it not be arranged for a large body of the police to assemble to meet the enemy, special constables and other arrangements being made to supply their places from the citizens? Most certainly; I have no doubt that upon an emergency of the kind the police force would volunteer to a man, and their duties could be taken by the citizens.
425. Would there be any difficulty in getting a troop of, say, 100 sabres from the mounted police in time of war? I do not think there would be any difficulty in getting 300.
426. Would there be any objection at some future time, say when imminent danger of war arises, to organise and train such a troop? On the contrary I think it would be very proper.
427. Would you inform the Committee as to the probable number of *subordinate* positions which annually become vacant in your department? I should say about 150, on an average, annually.
428. How many mounted, and how many foot? About half of each, I should say,—or perhaps more mounted than foot.
429. Is it probable that, from age and other causes, a sudden increase may occur in the retirements from your department, which would create vacancies exceeding the average annual number you have stated? It is very uncertain, although the number of vacancies varies from year to year. You cannot state a certain average; it varies owing to outside influences.

WEDNESDAY, 16 MARCH, 1881.

Stephen Harbord Lambton, Esq., Secretary of the Postal Department, examined:—

- S. H. Lambton, Esq.
16 Mar., 1881.
430. Of what department are you the permanent head? The Post Office.
431. The sub-Committee have under consideration the question of forming a reserve, composed of men who have served for about three years in the permanent force of the Colony. They are further considering whether these reserve men could, on leaving the permanent force, be taken into the employ of certain Civil departments of the State. Would you give the sub-Committee your opinion as to the practicability of such an arrangement being introduced in the department under your charge? I see no objection; no doubt they would be eligible or they would not be in the permanent force. The vacancies, however, for men of that kind in the Post Office would not be frequent. In our department we find it to our interest, and to the interest of the public, to take on lads and train them. We find from experience that our own trained lads always make the best letter-carriers, &c., and that they make better employes of the department in every way. As we generally act upon that plan the vacancies in the postal department to which outsiders would be appointed are very rare, and the young men referred to look for promotion whenever a vacancy occurs in a higher position than that which they occupy, such as the position of a letter-sorter, stamper, or railway-guard, in all cases. To introduce a rule that the permanent force men should come in as letter-carriers would not only cause dissatisfaction, but would imperil the efficiency of the department.
432. Do you understand that in the admission of men into the proposed permanent force, it is not contemplated to enrol men as hitherto, merely for their qualifications to make good soldiers, but that they shall be required to pass a Board composed of the heads of the departments to which they may be ultimately drafted, and whose duty it will be to see that the men possess not only sufficient physique but the required amount of education and intelligence? I was not aware that was the case, but even if it is so it does not affect anything I have said in my previous answer.
433. Do you also understand the scheme to be that from the moment a man is drafted into any one of the Civil departments he is to be entirely at the disposal of the head of that department; that he is not to be in possession of or seized with any inchoate or prospective rights on account of previous military service; and that it is only proposed, in the first instance, to draft the men into subordinate positions? Yes, I understand that.
434. Would you inform the Committee as to the probable number of *subordinate* positions which annually become vacant in your department? I do not think, in the course of the year, we have more than twenty such vacancies. I am merely stating this approximately, and subject to correction from the actual records. There are three causes which operate to create vacancies,—deaths, dismissals, and new appointments rendered necessary by the growth of the department, and combined I do not think we have more than twenty appointments of the class you refer to during the whole twelve months.* For those vacancies we have applicants in the large staff of mail boys who are always looking for promotion; and to introduce a system of filling these vacancies by appointments from outside the department would completely block these boys, by removing from them all chances of promotion.
435. Of course you speak not only of Sydney? I speak of the whole establishment, subject of course to correction in the actual numbers that I may have referred to.
436. Is there any provision made by Government for the superannuation of employes in your department? None whatever. They continue the performance of their duties until they are actually invalidated or until they die. As there is no superannuation fund we have to make the best provision we can for the old employes, and when they get worn out or infirm we give them leave of absence for as long a period as possible on half-pay. In many cases we hear of their death within a comparatively short time of their relief from actual service, whilst as regards those who do resume work we endeavour to put them to lighter duty.
437. Is it probable that, from age and other causes, a sudden increase may occur in the retirements from your department, which would create vacancies exceeding the average annual number you have stated? The work in our department is very trying to the men in consequence of their being compelled to remain on their feet for long hours in the performance of their duties, and my answer to the question would be: Not unless some provision is made for superannuating old or worn-out men.

438.

* NOTE (on revision):—The actual number of vacancies during last year of the kind mentioned was twenty-five.

438. Part of the scheme is the drafting of men of the artillery into the departments and forming a military reserve; that these men should be available in time of war; that once a quarter they should attend drill; and that they should undergo three or four days continuous drill at some period during the year in order that they may be rendered the more readily available as a military body; could these men, if taken into the Post Office, be spared to perform such duty? No, not with any degree of regularity. The men are entitled to one week in each year. In the head office we have perhaps sixty letter-carriers who are entitled to that period of leave in each year, and yet we seldom have more than two or three away at one time, and even then those who are entitled to their holiday are called upon to forego it in the event of their services being required in consequence of sickness among the other men. About 100 men altogether are employed in the head office, and if twenty of these were permanent force men we could not spare those twenty at the one time.
439. Take, for instance, the great centre of New South Wales, Sydney, where some hundred employes are engaged in the Post Office;—do you not find that you have to call for an amount of discipline in the department—that you require habits of order and discipline amongst your men? Yes.
440. You have informed the Commission that it would be impossible for you to spare, without detriment to the Public Service, any large body of these men at one time for drill purposes, but do you not think it possible that a few at a time might be spared to enable them to obtain the benefits held out to them as reserve men, to attend drill on convenient occasions, and with corps such as the Commandant might point out, such drills to be by no means compulsory, as far as the discretion of the head of the department was concerned? Yes, I think that that could be arranged.
441. In time of great emergency, such as the actual presence of the enemy, could you not provide substitutes for the mail servants and relays of reserve men so that they might go to the front? If such an unfortunate emergency arose, I think the inhabitants would be only too glad to go to the Post-office and get their own letters. There could be no objection to such an arrangement in such a case, as I have no doubt the public would be content to call at or send to the Post-office for their letters.
442. Do you see no way of deriving assistance from this system in the actual labour of your department—such as on the arrival of heavy mails from Europe—by obtaining from a permanent force, such as that now suggested, assistance in the sorting or delivery of mails? We already obtain some such assistance as that. Upon the arrival of mails we obtain from the Commandant the services of, usually, about twelve men belonging to the permanent force, and we find that assistance advantageous.

S. H.
Lambton,
Esq.
16 Mar., 1881.

WEDNESDAY, 16 MARCH, 1881.

Charles A. Goodchap, Esq., Commissioner for Railways, examined:—

443. Of what Department are you the permanent head? The Railway Department.
444. The Sub-Committee have under consideration the question of forming a reserve, composed of men who have served for about three years in the permanent force of the Colony. They are further considering whether these reserve men could, on leaving the permanent force, be taken into the employ of certain Civil departments of the State. Do you thoroughly understand that, in answering the questions that have been forwarded to you in reference to this subject, you are not to consider men enrolled for military service only, but men selected for their education and intelligence by a Board composed of the heads of the departments? Yes, I understand that.
445. Would you give the Sub-Committee your opinion as to the practicability of such an arrangement being introduced in the department under your charge? There are already regulations for the admission of men into the railway service, and the conditions of those regulations have to be complied with before they enter into certain classes—the classes for which men engaged in this military service would be eligible. It is required that they should be able to read and write, that they should pass a medical examination to ensure the possession of physical health, and also to prove that they are free from colour-blindness and in possession of good eye-sight. The limit of age for employment in that class is 35 years. I can see no objection whatever to the suggestion, so long as these conditions are observed in the admission of men into the military force.
446. Would you have any objection to take these men in preference to others? No; on the contrary, I think the services of such men would be more valuable than those of the ordinary applicants, inasmuch as they would already be possessed of some qualifications for the positions to which they might be appointed, in regard to habits of obedience, subordination, and punctuality.
447. In the admission of men into the proposed military force, are you aware that it is not contemplated to enrol them as hitherto merely for their qualifications as soldiers, but they will be required to pass a Board composed of the heads of the departments to which they may be ultimately drafted, and whose duty it would be to see that the men possessed not only sufficient physique, but the required amount of education and intelligence? I was not aware that that was the intention, but I think it a very desirable course to follow.
448. Do you also understand the scheme to be that from the moment a man is drafted into any one of the Civil departments he is to be entirely at the disposal of the head of that department; that he is not to be in possession of or seized with any inchoate or prescriptive rights on account of previous military service; and that it is proposed, in the first instance, to draft these men into subordinate positions only? Yes; I understand that.
449. Would you inform the Committee as to the probable number of *subordinate* positions which annually become vacant in your department? The Railway is a growing department, and as our railways extend we must necessarily employ a larger number of men. Of course a great number of vacancies do occur through men leaving the service. Approximately that number may be stated to be ninety annually.
450. Have you any provision in your department for superannuating the employes? There is no such provision at present.
451. Is it probable that, from age and other causes, a sudden increase may occur in the retirements from your department, which would create vacancies exceeding the average annual number you have stated? Not until some superannuation provision is made.
452. Is it the case in the Railway Department that old men, whose services have ceased to be effective, are retained owing to an unwillingness to discharge them? That has been the case certainly, but its continuance in the future has been qualified by the regulation that men above the age of 35 years are not to be admitted into the service in certain branches. Of course when men below 35 years of age are taken on, it will be a long time before they have to retire through being too old.

C. A.
Goodchap,
Esq.
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C. A.
Goodchap,
Esq.
16 Mar., 1881.

453. Could you spare a body of these men for drill purposes, &c.? They could be spared only with very great difficulty. We experience something of that difficulty even at the present time, in consequence of some of the men who are volunteers having to leave their duties at times to perform volunteer service. I do not think the department would be able to spare the men for such service even individually.
454. Do you understand that part of the scheme is dependent upon this, and that it is proposed to form a military reserve, readily available in time of war, by drafting artillery men into the departments and maintaining the efficiency of this military body by occasional drill—say once a quarter—and continuous drill for three or four days at some convenient period of the year? I understand that plan.
455. Could you not, then, spare the men, even individually, to perform the duties mentioned in order to maintain their efficiency? They could not be spared even individually if any degree of regularity in the performance of those duties was required.
456. Do you not find in your department that order and discipline are necessary for the proper conduct of the business of the department? Undoubtedly,—in fact they are indispensable.
457. In time of emergency, such as actual war, would you not be able to find substitutes for some of your subordinates? Unquestionably we would do so in such an emergency as that.
458. Are the men in your department allowed a certain period of leave each year? They are allowed the proclaimed holidays, but as in regard to many of the men those days are invariably the periods at which their services are most required, the holidays are allowed to accumulate, and the men are permitted to take leave of absence for a period equivalent to the accumulated proclaimed holidays.

THURSDAY, 17 MARCH, 1881.

Edward Charles Cracknell, Esq., Superintendent of Telegraphs, examined:—

E. C.
Cracknell,
Esq.
17 Mar., 1881.

459. What is the value of the torpedo stores under your control? I think about £30,000; but that does not include the boats and explosives.
460. How are those stores cared for and kept in order? We have a caretaker at Berry's Bay, who is not a member of the corps, and we have a sergeant-major also permanently in charge of the stores.
461. Are these two men sufficient to keep those stores in order, to your satisfaction? Quite so, as far as the stores are at present.
462. While they are in store? Yes.
463. Then, in fact, you require no further permanent assistance for the good order and maintenance of your stores? In times of peace two men are sufficient.
464. What are the component parts of your corps? They are chiefly made up of signallers and electricians connected with the Telegraph Department. We have some of the mechanical men employed in the workshop, who are very useful.
465. Does your department experience any inconvenience by the withdrawal of these men from the Government work for their torpedo duties? Not at present. For the ordinary drills we are able to spare them. We make such arrangements on Saturday afternoons that they can get away. We have a double staff in Sydney, and the morning staff are kept on for a few hours on Saturday afternoons to enable the others to go away.
466. Is this double staff in any way created or augmented by the existence of the Torpedo Corps? No. It is absolutely necessary for carrying on the ordinary work of the department.
467. In the event of your being ordered by the Commandant to place your torpedoes in position, are you relying for assistance outside your own corps, or otherwise? Yes, it would be necessary to call in the assistance of the Harbours and Rivers Department, because they have steamers, punts, and everything requisite, fitted with crab winches, dericks and cranes.
468. The torpedo defences being fixed defences, do you contemplate calling in the assistance of the Naval Brigade? Certainly not.
469. Generally speaking, do you advocate a change in the organization of the corps, in order to separate the professional training from the military training? I think it would be very desirable.
470. Could you state in what respect? I would have say twenty parades in the year for professional purposes, and the balance—bringing them up to thirty-five altogether—for military purposes.
471. In fact you consider your corps to be essentially professional? Quite so.
472. Would you see any objection to the Torpedo Corps being affiliated to the artillery force? I see no objection to that.
473. Do you think the Permanent Artillery in time of war would be able to afford you assistance, provided the men could be spared, in connection with the purely mechanical part of the torpedo defences? The two corps would work better together. They would really in time of war have to work together.
474. Are not the whole of the resources of your department available in time of war to supplement any deficiency that may exist in the torpedo defences of New South Wales? Yes, as regards signallers, electricians, and mechanics, the whole available force of the department could be brought to strengthen the Torpedo Corps if necessary.
475. And as regards material? That would also be available.
476. Would the mechanics in your department be also available, although they might not belong to the Torpedo Corps? Yes.
477. Assuming the torpedoes were laid down, and an attack was considered to be imminent, how many men would be required for the actual working of the torpedo system during attack? About fifty for Sydney, twenty-five for Botany, and twenty-five for Newcastle.
478. Are the two men at present sufficient to look after the steamers and the portable engines required for the electric light? With the assistance of a labourer occasionally for cleaning the engines when not in active use.
479. In fact you endeavour, as far as practicable, to work your Torpedo Corps in connection with your own department? As nearly as we possibly can. We have other mechanics who are employed at the Australian Steam Navigation Company's and other engineering works.
480. You further consider that the direct connection between your corps and the Electric Telegraph Department is of immense advantage? Very great. In fact I do not see how we could work it otherwise, only at an increase of cost.

THURSDAY,

THURSDAY, 17 MARCH, 1881.

Julien Thomas Blanchard, Esq., Ordnance Storekeeper, examined :—

481. What is your official designation? Ordnance Storekeeper and Barrack-master.
482. Your department is under the Treasury? It is. I was appointed by the Governor and Executive Council, through the Colonial Treasurer, but I received notice of my appointment of Barrack-master from the Colonial Secretary.
483. Then you are partly under the Colonial Secretary and partly under the Treasurer? I assume that I am.
484. What are your duties in relation to the Commandant? I am not aware of any regulations authorized by the Government bearing upon my duties in relation to the Commandant, with whom I endeavour to act in accordance with the rules laid down in the Queen's Regulations for the Imperial forces. Correspondence has hitherto been conducted through the Treasury, including requisitions for stores, often containing articles for purchase, for which the Audit Act requires ministerial authority.
485. What is the actual routine for communication? Through the Treasury; but it appears to me the official routine should include the Colonial Secretary's Department as well. This course is sometimes adopted.
486. Are you in any way responsible to the Commandant? I have no official instructions to consider myself so.
487. You describe one of your appointments as Barrack-master? I do.
488. Taking the ordinary acceptation of the word, do you not take your orders direct from the Commandant in all matters appertaining to that office? I have never received any orders from the Commandant and I am only occasionally referred to on such matters.
489. If you did get any, would you feel justified in obeying them without reference to the Minister? I certainly would give effect to them, provided there was no occasion for ministerial instructions.
490. Are you in charge of the stores of powder for mercantile purposes as well as military purposes? I am, by virtue of my appointment.
491. Have you magazines in the country districts which are available for civil as well as military explosives and explosive substances? There are only two districts in which there are magazines where they are connected, but there are various premises throughout New South Wales registered under the Gunpowder Act, 40 Vic. No. 1, authorizing private individuals to store explosives.
492. How do you receive the military explosive stores—are they consigned to you? These goods are not consigned to me. The vessels by which they are imported are compelled by law to anchor down the harbour at a certain station, where I have to take delivery in the department boats in which they are conveyed to the magazines for storage. The same course is pursued with mercantile explosives and small-arm cartridges.
493. They come consigned to the Commandant? No, to the Colonial Treasurer. The bills of lading are handed over to me because the indents are invariably prepared by me.
494. Do you inspect the registered magazines? There are inspectors specially appointed for that purpose under my control.
495. Supposing that the Commandant required powder and ammunition out of your stores, as we understand it he has to apply through the Minister before you issue? The Commandant forwards the requisitions for stores (which could be sent to me direct) to the Treasury, and when they reach me delivery is made without delay; and this work is performed so as not to clash with the daily deliveries required by the merchants.
496. The Commandant has no power to draw stores from you without the ministerial approval? That is the rule laid down in order to check supplies, but I have no doubt in time of war special power would be vested in the military authorities, not considered necessary in time of peace.
497. Then, in fact, you are acting as Ordnance Storekeeper so far as the military is concerned, and yet you are not under the direction of the Commandant? So far as the military is concerned it might be termed so.
498. Would you be able to employ a considerable number of good-conduct reserve soldiers in working your department? I have a permanent staff appointed by the Minister, and as vacancies only occur periodically through death, resignation, or dismissal, I have no employment for good-conduct reserve soldiers. Should there be a pressure of work at either the magazines or store, all the warders and labourers under my control are transferred to meet this contingency. There are no working parties taken on.
499. You employ a certain number of foremen, warders, labourers, &c., to the extent, roughly speaking, of about twenty-nine or thirty? Yes about thirty.
500. Do you consider that soldiers would be utterly unfit to perform the warders and armourers' work? I object to take them—being unreliable.
501. Then you consider it impossible to effect any economy in your department? From the magnitude of the work to be done, it is impossible to do so.
502. Could you give us the approximate cost of the military working and the civil working of your department? The working expenses would be equitably shown at half the amount voted for the Ordnance and Barrack Department, excluding any sum granted for purchase of war material. The expenditure on account of the civil working is generally recouped by the revenue accruing from charges levied under the Gunpowder Act.
503. What is the civil work? The storage and custody of explosives, and the receipt and delivery of the same both by land and water.
504. Are your explosives and explosive substances subject to any inspection by a Board on receipt? The Government explosives and explosive substances are.
505. And how is this Board composed? It is purely a Military Board which I apply to have appointed for this purpose.
506. With regard to civil explosives and explosive substances, are they inspected at all? That depends upon the state they are received in. If they are damaged, there is a Board of Survey appointed by the persons concerned.
507. Who is responsible for keeping up a proper reserve of warlike stores? That duty I believe devolves upon me. I submit a list of stores required to the Warlike Stores Board for its consideration, as the stock decreases.

J. T.
Blanchard,
Esq.

17 Mar., 1881.

- J. T. Blanchard, Esq.
17 Mar., 1881.
508. Then you are responsible? Yes, indirectly, as the Store Board has to confirm my recommendation before any action is taken by the Government.
509. The Board does not assemble without this order—without some reason? No; the Board usually assembles when applied for by me. My application is made through the official routine.
510. The initiative depends upon you? Yes, provided I have any matters for its consideration.
511. And not upon the Commandant? I understand it to be within the power of the President to convene a meeting if required to do so by the Government, or at the request of any member.
512. Then you are responsible for keeping up the reserve of warlike stores? I consider I am responsible to Warlike Store Board.
513. And not the commandant? I do not think he is personally responsible.
514. Do you refer a quarterly or periodical return of the stores to the Commandant? There is no regular return furnished, but on receiving a request from the Commandant any information respecting stores is given.
515. You do not furnish any quarterly or periodical return to the commandant of the stores in hand? It has never been the custom to furnish such a return, either before my charge of the department or since. There is a return prepared at the request of the Commandant for the Intelligence Committee, and for the Statistical Register annually.
516. There is no relative position defined between yourself as the Ordnance Storekeeper and the Officer Commanding the Forces? There is no defined relative position between the Officer Commanding the Forces and myself.
517. Do you in any way obtain or take charge of stores connected with the torpedo force? Excepting the gun-cotton, dynamite, and lithofracteur, none. Major Cracknell I believe is the responsible officer for that duty.

TUESDAY, 22 MARCH, 1881.

Captain Hixson, commanding the Naval Brigade, examined :—

- Capt. Hixson
22 Mar., 1881.
518. The sub-committee wish to inform you that their object in asking you to attend and give evidence is not to be regarded as interfering with the naval defences of this Colony, but to guide them in their recommendations as to the strength, pay, and allowances of the land forces to be maintained by New South Wales? I shall be very glad to answer any questions that the committee may put to me.
519. You are in command of the naval brigade force—your command serves under the Volunteer Act? Yes.
520. And therefore are to be considered volunteers in contradistinction to men serving under the same Act. Are you under the orders of any superior naval officer, or directly or indirectly under the Commandant when on shore? I am under the orders of no superior officer, but when I act with the land forces I follow out the regulations on such occasions; that is to say, I put myself under the command of whoever may be on the field at the time.
521. But the Commandant has no power to order your men out? No.
522. Would you state the average number of men composing the force under your command? 328 is my present strength.
523. What is the cost of this force per man, counting pay and allowances? The cost of the naval brigade is something between £17 and £18 per man per year, or a total of £5,815.
524. Will you state to the Committee the number of drills, &c., which it is compulsory for your force to go through in order to obtain the Government grant? I have them out about fifty times during the year. The prescribed number of drills is four per month, and there are four quarterly inspections. I should think on the average I have them out fifty times in the year.
525. Are any of those drills afloat? No, I have no means of drilling them afloat.
526. Then the men are simply trained as infantry ashore? They are utilised in precisely the same manner as sailors would be, landed from the ships of war.
527. That is, they are exercised in infantry drill? Precisely.
528. And gun drill? Yes.
529. Are any of those drills in daylight? Very few; in fact the drills, I may say, are not in daylight at all, except when shot practice and rifle-shooting is carried on.
530. It is observed that, under the Orders in Council, framed under clause 50 of the Act under which your men serve, that the brigade has been established for the purpose of securing a body of sea-faring men available for the defence of the Colony, either afloat or ashore. Is the Commission to understand that the 328 men are either sea-faring men or men engaged in kindred occupations, such as boatmen, fishermen, &c., and such as are laid down in the regulations respecting the English naval reserves? They are sea-faring men and such as you describe. The only difference between my men and the men of the English naval reserves, I take it, is that my men will never be called on except to defend the Colony, whilst the Royal naval reserve men in England will have to go to sea.
531. Allow me to read to you a clause based upon the English Act, and applied to the naval reserve in a neighbouring Colony. It is as follows: "Every applicant must have served afloat, either as a seaman, waterman, fisherman, boatman, shipwright, or sailmaker, or be now engaged as a ballast craftsman, or in some occupation directly connected with shipping." Does the constitution of your force fulfil these requirements? Scarcely, though I may mention that the inhabitants of Sydney perhaps are different from the inhabitants of the Colony to which you refer, inasmuch as the Sydney youth as a rule are very expert in handling boats. They have such facilities that you may almost say the Sydney population is a boating population, and hence the men I have might be put in such a category as you describe; in fact, they are all I think, born sailors to a certain extent.
532. It is right to explain to a certain extent the object of this question, and that is, it is necessary to ascertain if landsmen are taken into the naval brigade, inasmuch as if that be the case it must materially affect the power of recruiting for the land forces, and create a certain amount of difficulty as regards those forces. Would a man be taken into the naval brigade without any nautical examination? The recruiting of the naval brigade has lately been confined to seafaring men. I gave out an order a year or two ago that none but seafaring men should be taken on.
533. Have you any objection to furnish the Commission with a tabulated return, showing the nautical qualifications as distinguished from those of the landsmen in your force? I have no objection. It will take

- take some little time to do it, but I can do so. The Commission may take my word for it, however, that a majority of the men are sea-faring men, and none but sea-faring men are now enrolled.
534. Can your men do the work required of them aboard ship? Certainly, so long as the work is confined to the purposes for which the men are enrolled. Capt. Hixson.
22 Mar., 1881.
535. Is it necessary that the officers should hold any master's certificate from some recognized Marine Board? Yes—all the commissioned officers, not the midshipmen or cadets. Those officers who do not hold commissions in the navy like myself, and one or two others, or those who do not hold any commissions at all, have to pass before the Marine Board in Sydney.
536. Upon whom do you depend for the provision of such warlike stores as you require? Upon the Ordnance Store Department.
537. Direct? No; a requisition is sent to the Colonial Treasurer.
538. Then no responsibility devolves upon you with regard to seeing that a proper supply of ammunition is kept up for the force under your command? No, not in my position as captain of the naval brigade.
539. I see that the pay of officers is put down at so much per diem. Do those officers draw that pay irrespective of any particular work they may do? Yes; subject to fines, &c.
540. The naval brigade does not turn out for a week's consecutive training? No. I have drill-sheds fitted with lighting appliances, and, as I have said before, the drill is a steady strain all the year round.
541. Then in point of fact the men under your command are receiving the same allowances as the paid volunteers of the Colony, without the same sacrifice of time? Without the sacrifice of continuous time.
542. And their drills are conducted as a rule after working hours? Quite so.
543. Can they perform-guard boat duties in case of attack? They are quite competent to do so.
544. Have the naval brigade any fund or allowances from which to supplement the ammunition necessary for the annual practice? None.
545. Then this ammunition is supplied from the military vote? No; from the warlike store vote.
546. Do you pay your men whether they attend drill or not? I pay them their regulation pay, but if they do not attend they are fined.
547. Are they subject to any penalty for non-attendance? Certainly. They are subject to a penalty of 2s. 6d. for non-attendance at drill, and 5s. for non-attendance at special muster. But I must say that the attendance of the naval brigade as a rule is exceedingly satisfactory.
548. Suppose a man was absent a month, what would be the amount of pay that he would receive, and the amount of fines that he would be subjected to? He would receive £1 for pay, but he would have 10s. or more taken away for fines and subject himself to dismissal.
549. Then actually for non-attendance during the month he would receive 10s. pay? Yes.
550. A doctor's certificate would entitle him to his full pay? In the event of a man asking leave, and presenting a doctor's certificate, he is not then fined.
551. Do you think that a period of continuous training would be beneficial? I have had eighteen years' experience now with the naval brigade, and I have tried different schemes, and my experience is that the frequent musters, and the ordinary drills that we have, maintain a better discipline and form than the little continuous training would do, and then a long holiday or recess.
552. Would you advocate continuous training on board ship? If I had a ship or gun-boat I should take the men to Botany, Broken Bay, and the neighbouring harbours occasionally.
553. In time of war under whose command would you likely be? Under the command of the Governor as Commander-in-Chief.
554. Would it not be advisable to get the use of the Government pilot or other steamer for occasionally training the naval brigade? I have thought that matter over, but the fact is I think the training we could get there would be of no use, I do not see at the present day that any other sort of gun-boat than that of the "Alpha" and "Beta" class, sent to China lately, would be any use to the naval brigade.
555. Do the fines or stoppage of pay from the men of the naval brigade revert to the public revenue; if not, will you state the system in existence as to the disposal of them? They do not; they are paid into the fund for supporting the band, and other incidental expenses in connection with the brigade.

APPENDIX A.

DEFENCES OF NEW SOUTH WALES.

EXPLANATORY MEMORANDUM BY COLONEL SCRATCHLEY, R.E., RELATING TO SIR WILLIAM JERVOIS' SCHEME OF DEFENCE.

OUTLINE OF SCHEME.

THE scheme of defence is intended—

- (a) To defend Port Jackson and Sydney against naval attack by coast batteries and torpedoes laid in the channels of the harbour.
- (b) To defend Sydney against attack, by an enemy landing a body of men on any part of the adjacent coast, by a field force and by a fort and torpedoes at the entrance to Botany Bay.
- (c) To defend Newcastle by a fort and torpedoes.

Sir William Jervois bases the plan of defence upon the following arguments :—

- (1.) That there is no probability of an expedition on any extensive scale being despatched against Australia, so long as Great Britain holds command of the seas.
- (2.) That, in the event of Great Britain being engaged in hostilities with any great maritime Power, a sufficient watch would be kept by the Imperial Navy to intercept or follow an expedition directed against Australia.
- (3.) But the enemy might, no doubt, despatch one or more cruisers to make a descent upon Australia or operate against her commerce. A squadron intended for such an operation might consist of three or four vessels, one or two of which would probably be ironclads, Eluding our cruisers, and appearing suddenly before Sydney or Newcastle, it might, if those places were not defended, capture the merchant vessels lying in the harbours, intercept any of the numerous vessels conveying valuable shipments of gold, or, under the threat of bombardment, or after actually firing into Sydney, demand and obtain a payment of many millions of money.
- (4.) Or this object might be attained by an enemy landing in force in Broken Bay or at Botany, to march upon Sydney.
- (5.) Again, the enemy might occupy any of the large ports on the coast with a view to ulterior operations, or he might obtain small supplies of coal from Wollongong and Kiama.

The armament for the coast batteries in Port Jackson, at Botany Bay, and Newcastle, will be found in a return annexed. (*Vide* Appendix D.)

The forces recommended to be maintained for this scheme of defence are as follows :—

<i>Permanent Force.</i>				
Military—Three batteries of artillery ...	...	...	...	Officers and men. 375
				— 375
<i>Militia Force.</i>				
<i>Military.</i>				
Two batteries of field artillery ...	...	...	...	100
Three batteries of garrison artillery ...	...	...	...	200
One company of engineers ...	...	...	...	60
Torpedo corps ...	...	...	...	100
Two battalions of infantry ...	...	...	...	1,340
				— 1,800
<i>Naval.</i>				
Part of garrison at Newcastle .....	...	...	...	50
				—
Total officers and men ...	...	...	...	2,225
				—

No mention is here made of the ironclad recommended for the general defence of the harbours along the coast, and for the protection of local commerce, also to defend Sydney against bombardment, because the proposal was rejected by the Legislature.

OBSERVATIONS ON THE SCHEME.

As regards Newcastle, the fort on Signal Hill—armed with three 9-inch, four 80-pounder rifled guns—and the torpedoes in the channel at the entrance to the port, may be accepted as sufficient protection against a moderate attack. The completion of the railway from Sydney to Newcastle would render very hazardous the occupation of the harbour and town, in the event of the fort being silenced. This fort would not prevent a blockade of the port, and for that reason it is advisable that the railway should be completed.

With respect to Sydney—with its “back door” at Botany, securely closed by the powerful fort on Bare Island, and torpedoes—the system of coast batteries and torpedoes is so complete as to render any attack by sea a very difficult operation, and to offer but a remote chance of success. So long as the work at the entrance to Botany Bay holds out, and there is a moderate field force to cover the approaches to Sydney from the south, the enemy could only land in bays which are open to the Pacific or in Broken Bay. Again, although Broken Bay is left undefended, a small expedition would have no chance of success, owing to the difficult character of the country between it and Sydney. The roads could easily be blocked and defended by a small field force.

If, in addition to the means of defence recommended by Sir W. Jervois, colonial naval defences were organized, in the manner I have suggested in my evidence, a good substitute would be found for the ironclad, the system of coast batteries would be greatly reinforced, and provision would be made for the protection of the sea-board.

It will be seen that the scheme of defence divides itself into two parts—(1) the coast batteries and torpedoes to repel the attack of ships; and (2) the field force to resist landings. At Newcastle and Botany the batteries will be enclosed and self-defensible by their garrisons against boat attacks. Similar precautions exist on both sides of Port Jackson; an entrenchment enclosing Middle Head, a redoubt commanding George's Head, and two lines of entrenchments securing South Head. This is an especial feature of the scheme, as it sets free the field force to devote its entire attention to repelling a landing. The torpedo firing and observing stations will also be secured against a *coup de main*.

Considerations as to the probable mode of attack upon the Coast Defences, and the measures to be taken to repel attack.

It is improbable that the enemy will be in sufficient force to attempt the two operations of silencing the batteries and at the same time landing a large force. Should he do so, however, I think the defensive measures adopted would be amply sufficient, provided colonial naval defences were added.

There are four modes of attack open to the enemy:—

- (1.) He may endeavour to force an entrance in order to take up a position inside the harbour, from which he will command the town and shipping.
- (2.) He may attempt to land a body of men with the object of overcoming the resistance of the local troops assembled to resist his advance; and, if successful, he might levy a contribution and retire, or attempt to capture the batteries with a view to the permanent occupation of the city and harbour.
- (3.) He may attempt to bombard Sydney from the open sea.
- (4.) He may blockade the entrance to the port.

Although the first and second modes of attack can be met by the defences provided, the third and fourth operations would be best dealt with by naval means. These naval means, so far as the Colony could provide them, should comprise gunboats, armed merchant or government vessels, guard-boats, and spar torpedo boats.

The enemy, if carrying out the first mode of attack, would probably engage the attention of the coast batteries and at the same time send in gun-boats, launches, &c., for the purpose of opening up a passage through the torpedo defences by countermining. During the day such an operation has very little chance of success in the face of the heavy artillery fire which has been provided for guarding the torpedo defences. At night, however, an enterprising enemy would have some chance, if the defence were feebly conducted or inadequate for repelling such an attack. It is here that the guard-boats, some of them carrying machine guns, and spar torpedo boats, would be most useful.

At all times these boats are necessary to prevent any interference with the defences, and to harass the enemy's vessels and boats when preparing for the attack.

Again,

Again, to meet the other modes of attack, the armed vessels and spar torpedo boats would be of great value, especially if the latter were in sufficient numbers. Arrangements might also be made to convey such of the torpedo boats, as were of a convenient size, on board of a powerful steamer, to a convenient point, from which to launch them against the enemy's vessels.

Besides the arrangements on the water, there would be the arrangements on land; and thus the defence would be resolved into three distinct parts, each complete in itself, and each co-operating with the other:—(1) the coast batteries and *defensive* torpedoes for repelling the attack by the enemy's ships, (2) the naval defences, as already described, (3) the field force to resist landings. At the head of each part there would be a responsible officer, and the three officers would act under the orders of the Commandant, as the supreme director of the defence.

P. H. SCRATCHLEY,

Colonel, R.E.

30 March, 1881.

APPENDIX B.

REPORT by COLONEL ANDERSON, C.M.G., upon the Ordnance Stores and Magazines.

I HAVE the honor to report that, in accordance with the request of the Military Committee, I proceeded yesterday with Mr. J. T. Blanchard, the Ordnance Storekeeper, to inspect the Magazines on Spectacle and Goat Islands, and the Depôt at the Circular Quay.

I found the arrangements at Spectacle and Goat Islands for the custody of the military and civil powder excellent. The Magazines, though constructed upon an obsolete principle, afford reasonable precautions against accident. By "obsolete" I mean that the Magazines are not built upon modern principles which, by provision of heavy walls, intervening traverses, and light roofs, prevent an accident in one compartment involving the destruction of the whole. Such accidents, however improbable, may occur either by lightning or from unforeseen circumstances. The fact remains, that any such accident at either Spectacle or Goat Island would involve the destruction of the whole of the powder contained in either of these Magazines.

I found that provision had been made for storing dynamite and other mercantile explosives in places remote from the main Magazine, and no doubt exists in my mind that should any accident happen to them where they are stored it would not affect the powder Magazines. In fact nothing could be better than Mr. Blanchard's arrangements, except in some minor, though not unimportant, details.

The gun-cotton for military purposes is stored in a hulk moored off Spectacle Island. The maintenance of such a hulk not only entails expense, but is not to be compared to the "tank" system.

I have now to speak of the Ordnance Depôt at the Circular Quay. I consider this place as utterly unfit for the preservation and observation of most of the stores therein kept, not only from the fact of a large quantity of stores being placed in a non-defensible position, but also because there is no proper space at the disposal of the Ordnance Storekeeper; the result being that scores of cases of arms, &c., remain in the packing-cases in which they are imported. I am aware that these stores, including the small arms, are supposed, when packed, to have been covered with some unguent, to prevent corrosion, &c., but I do not consider that this is a sufficient safeguard.

By consent of the Commandant, I next visited the Victoria Barracks, and was shown over the military store arrangements, under the charge of Captain Compton. I found the means at his disposal wholly insufficient. He has no armoury nor proper workshops for the repair of arms. I may here remark that I found both the Ordnance Depôt and Captain Compton's stores crowded with useless and obsolete stores; and I wish to record my opinion, that all obsolete arms bearing the Government mark should be broken up, and never sold in a condition in which they could be used as arms. The sale of Government arms, however old they may be, leads to two bad results—first, these arms finding their way into the hands of purchasers living in the Colonies, the necessary check required by the military authorities or by the police to trace rifles is destroyed; secondly, there is the probability of their being purchased for the purpose of sale amongst the natives of the groups of islands in the vicinity of Australia.

As far as I can gather, the Commandant has no ordnance-fitter to place at the disposal of the officer commanding the artillery. A man qualified to take this position can only be trained in the Royal arsenals, and the peculiar repairs necessary for ordnance, such as re-venting, &c., imperatively require an artisan of this description in such a garrison as that of Sydney.

I wish further to mention that the shed accommodation, so essentially necessary for the preservation of gun-carriages, limbers, waggons, &c.—particularly in a climate such as that of Australia—has not been provided for, although I learn from the questions I have asked that the military authorities have not failed to call the attention of the Government to this want.

APPENDIX C.

EXTRACT FROM REGULATIONS UNDER THE DISCIPLINE ACT 1870, VICTORIA.

69.—VICTORIAN NAVAL RESERVE.

(1.) The persons whose services are engaged as naval forces in the services of Her Majesty's Government in Victoria to be occasionally employed shall, subject to the provisions of the said Act and to the following regulations, be formed into a corps to be called the Victorian Naval Reserve.

(2.) The Victorian Naval Reserve shall consist of such commissioned, warrant, or petty officers and seamen as may from time to time be duly appointed or engaged under the provisions of the said Act, and who shall be entitled, subject to these regulations, each to receive an annual allowance or retainer of sixteen pounds for 1st class petty officers, fourteen pounds 2nd class petty officers, twelve pounds A.B. seamen.

(3.)

(3.) All members of the Naval Reserve, when called out by proclamation for actual service, shall be entitled to receive during such period of actual service pay and allowances: the commissioned officers at such rates as the Governor in Council may from time to time direct, and the warrant or petty officers and seamen according to the average rates ruling in the port of Melbourne for petty officers and A.B. seamen during the three months preceding such proclamation.

(4.) All members of the Naval Reserve, when called out by proclamation for actual service, will be appointed to such ship or service as the Governor in Council may direct, and if serving beyond the actual limits of Victoria in company with any of Her Majesty's ships of war, will be subject to the orders of the commissioned officer commanding such ship or ships: Provided always that such orders shall not extend to impressment into any other service, or removal of any member of the Reserve from the ship or service of Her Majesty's Government in Victoria.

(5.) No person is to be accepted who is under five feet five inches in height, or above forty years of age, nor unless he is a British subject, free from physical defect, and in health, character, and every other respect eligible.

(6.) Every applicant must have served afloat either as a scaman, waterman, fisherman, boatman, shipwright, sailmaker, or be now engaged as a ballast craftsman, or in some occupation directly connected with shipping.

(7.) The applicant must produce certificates of good character, or must otherwise satisfy the commanding officer that his character and conduct have been good.

(8.) Any member of the Naval Reserve who, after being enrolled, is discovered to have been at the time of enrolment laboring under disease, or to have sustained injury which incapacitates him, and who has concealed such disease or injury, or who is discovered to have made any false representation or to have produced any false papers on the occasion of enrolment, will at once be struck off the list, and will forfeit all claim to retainer or other advantages of the service.

(9.) No member of the Naval Reserve may, so long as he remains in the Reserve, be enrolled in any other corps.

(10.) When any person is enrolled in the Naval Reserve, a certificate of his enrolment will be delivered to him by the commanding officer who enrolls him. This certificate must be taken care of, as it will constitute the proof of his title to the retainer and other advantages of the service. It must be produced every time he appears at drill, in order that the requisite entries may be made.

(11.) All entries on certificates must be made or countersigned by a commissioned officer of the Naval Reserve, and by such officer only.

(12.) If any member of the Naval Reserve accidentally loses his certificate, he should make application to his commanding officer.

(13.) With the exception hereinafter mentioned, no express restriction is laid on the occupation of a member of the Naval Reserve, whilst belonging to the Reserve, provided that he complies with the conditions mentioned below, and especially with that condition which requires him to appear before some commissioned officer, once every three months, unless he obtain leave of absence for a longer period.

(14.) Every member of the Naval Reserve must present himself to some commissioned officer of the Reserve in the Colony of Victoria, and must produce his certificate to that officer at intervals not exceeding three months each; consequently, no member of the Reserve may expect to obtain leave of absence (unless under special circumstances) to be away from the Colony of Victoria on any voyage which there is reason to expect will exceed three months. Commanding officers will be informed from time to time under what conditions, and in what manner, this leave can be given.

(15.) Before leave is given, a member of the Naval Reserve must satisfy his commanding officer that he is not in arrears for drill, and his arms, accoutrements, and uniform must be returned into store.

(15A.) Any member of the Naval Reserve who is absent from drill for more than two months without leave renders himself liable to be dismissed, and when called upon by his commanding officer will immediately return his arms, accoutrements, and uniform, any deficiency or damage thereto to be made good at his expense.

(16.) The Government of Victoria reserve to themselves full discretion to withhold leave of absence at any time when an emergency arises.

(17.) It will be the duty of every member of the Naval Reserve, on every fresh engagement he may make for service at sea, to appear before his commanding officer, produce his certificate, and give notice of the nature and length of the proposed voyage or employment, which notice must be repeated on every fresh engagement or change of ship or employment. But where such member of the Naval Reserve is engaged under the same agreement, in a succession of short voyages in a coasting ship or steamer, he need not give such notice each voyage.

(18.) It will also be the duty of every member of the Naval Reserve to give notice to his commanding officer of any change of residence, or of the place to which letters and notices are addressed for him. Such notice must be given on the first opportunity subsequent to the change.

(19.) The commanding officer will enter and sign the particulars of the engagement in his certificate, and will, if he has obtained permission to be absent more than three months, note the fact in his certificate.

(20.) If any member of the Naval Reserve, without special leave, engages for a voyage away from the Colony of Victoria which will probably last more than three months, he will be liable to forfeit all claim to his retainers and to the benefits of the service; and if he breaks the conditions as to quarterly appearance, or fails to give notice to his commanding officer of his intended employment, or of his change of abode or address, whenever it occurs, as required by the above regulations, he will have his retainers stopped, and cannot have them restored except on special application made through his commanding officer to the officer commanding the naval force in the service of Her Majesty's Government in Victoria.

(21.) In event of the Naval Reserve being called out by proclamation, every member of the Naval Reserve is bound to serve ashore or in any vessel belonging to or employed by the Government of Victoria, under penalty of being treated as a deserter and forfeiting all claim on the Government.

(22.) The special object of the Naval Reserve being to obtain the services of a picked body of seamen and others, "trained to the use of arms," it is essential that every member shall be drilled so as to obtain a thorough practical knowledge of the mode of using great guns and small arms.

(23.) The drill will comprise great gun, rifle, pistol, and cutlass exercises, and naval duties generally.

(24.)

(24.) The time for which each member of the Naval Reserve will be required to drill in each year is twenty-five days, to be made up of one hundred and fifty hours, exclusive of reviews. Time occupied in travelling or being transported to and from the place of drill will be allowed, at the discretion of the commanding officer.

(25.) All members of the Naval Reserve who, without satisfactory cause, neglect to attend drill, or who during drill absent themselves without leave, are liable to the loss of the retainer in addition to such penalty as the Act provides.

(26.) Each member of the Naval Reserve may be allowed to make up two days' continuous drill, which will be reckoned as twelve hours and a half, or six days, should the nature of his employment require it. This will enable him to make up his time, should he, without any negligence on his own part, have fallen in arrear.

(27.) The time during which a member of the Naval Reserve is absent from drill on account of sickness or accident, unless caused at drill, does not count as part of the drill. On his being removed from the sick list, he must perform the proper term of drill required by the regulations. The period of drill to be entered in the certificate is not to include the time during which he is on the sick list, unless from accident or injury caused at drill.

(28.) The place of drill will either be some ship, battery, or drill-ground ashore.

(29.) The entire number of shore drills will not be allowed, unless by special authority, to count for more than one hundred hours. The remaining number of hours required for drill must be afloat, either in boats or vessels belonging to the Government of the Colony of Victoria. The officer commanding the Naval Force in the service of Her Majesty's Government in Victoria may at his discretion alter the details of drills, either afloat or ashore, as circumstances may require.

(29A.) Four general musters for inspection of the Naval Reserve will be held each year, and every attested member on the roll on the 1st of January each year, or who may have joined the Reserve during the first quarter of the year must attend at least three (3) inspections; members joining during the second quarter must attend at least two (2) inspections; members joining during the third quarter must attend one (1) inspection; and all members in addition must go through the musketry instruction and target practice, otherwise they will not be entitled to claim the four quarterly retainer.

(30.) When the Naval Reserve is called out for drill afloat, no day's drill will be counted for more than eight hours.

(31.) Notices will be posted in conspicuous places in the different Naval Reserve divisions, naming the hours of mustering for drill either afloat or shore.

(32.) Arrangements will be made to transport members of the Naval Reserve to and from the drill ship free of expense. The time of drills afloat will count from the time they first embark until they are again landed.

(33.) Members of the Naval Reserve when on drill will be rated as able seamen, commissioned, warrant, or petty officers excepted, who will rate according to their grade and distinctions.

(34.) Members of the Naval Reserve when being drilled, afloat for one entire day or days, will be victualled according to the same scale as seamen in the Government vessels.

(35.) They will each be supplied with uniform, which must be kept in good condition.

(36.) Drills ashore not to exceed two hours, drills afloat not to exceed three hours, unless upon occasions which will be previously notified.

(37.) Any member of the Naval Reserve injured at drill may be sent for treatment into hospital, or medical aid may be procured by his commanding officer.

(38.) A list of defaulters will from time to time be prepared, showing those members of the Naval Reserve who have not completed their drill. It will be the duty of officers to warn them of the effect of neglect. But if no such personal notice is given, they will, notwithstanding, be held responsible for non-attendance.

(39.) The annual retainer will be paid in four quarterly instalments when required. The quarters are to be considered as commencing on the 1st January, 1st April, 1st July, and 1st October in each year. A proportionate reduction will be made in the retainer on account of the first broken quarter.

(39A.) All members of the Naval Reserve must attend twenty-four hours' drill on shore and twelve and a half hours' afloat during each quarter to entitle them to that quarter's retainer; but should they have passed out of part I. truck gun exercise, they will then be allowed to make up their time for two quarters' retainer any time during each consecutive six months. Members who have passed out of both parts of the truck gun exercise and musketry instruction will have the words "trained man" noted in their books, and will be selected for promotion according to their seniority. The captain commanding the Naval Reserve to notify on which days these examinations will take place.

(40.) When a member of the Naval Reserve applies for payment of retainer he must produce his certificate, and satisfy the commanding officer by the entries in his certificate that he has complied with the conditions as to drill, leave of absence, and appearance before some commissioned officer; and if it should appear to such officer that the conditions of the Reserve have been broken, he will forward the certificate to the officer commanding the naval force in the service of Her Majesty's Government in Victoria.

(41.) If he can show that his absence was unavoidable, or any other conditions or rule of the service have been broken through unavoidable circumstances, he may make a special application to have his retainer renewed. Payment of the retainer will not be allowed for the time of absence.

(42.) In the event of the death of a member of the Naval Reserve, the balance of any retainer which may be due to him will be paid to his widow or children (if any). Application for payment of the balance of retainers due to the deceased should be made through the commanding officer.

(43.) When a member of the Naval Reserve, after being called out by proclamation, is released from actual service, his certificate will be returned to him, with the requisite entries of service made therein.

(44.) After the termination of one year, reckoned from the date of certificate, any member of the Naval Reserve will, on giving three months' notice in writing, be entitled to his discharge; provided he is not at the time required by proclamation for actual service, and that no apprehension of danger to the Colony exists, of which the Governor in Council is to be the sole judge.

(45.) The Naval Reserve will be continuously maintained unless disbanded or broken up by proclamation in the Government Gazette.

(46.)

(46.) Any member of the Naval Reserve, when not called out for actual service; may, under special circumstances, with the consent of the officer commanding the naval force of Her Majesty's Government in Victoria, obtain his discharge from the Reserve on payment of the sum of £2, if required to replace his uniform.

(47.) Any member of the Naval Reserve may be discharged from the Reserve after fifty-five years of age or for inefficiency or physical inability to serve, or may be dismissed for misconduct in addition to loss of retainer and such other penalty as the Act provides.

(48.) A member of the Naval Reserve, if wounded or injured on service or on drill, will be entitled to the same pension to which any other seaman in the Colonial Navy of Victoria would be entitled for a similar wound or injury; but such pension cannot, except by special permission, be paid in any place not within the Colony of Victoria.

70.—ENGAGEMENT OF PERSONS REGULARLY EMPLOYED.

The period for which all persons regularly employed under the Act will be sworn in will be for one year, after the expiration of which period any such person can obtain his discharge on giving three months' notice of his intention to apply for the same: Provided always, that at the time no apprehension of danger to the Colony exists, of which the Governor in Council is to be the sole judge.

AMENDED REGULATIONS UNDER THE DISCIPLINE ACT 1870.

Clause (24.) The time for which each member of the Naval Reserve will be required to drill in each year is one hundred and forty-four (144) hours, exclusive of reviews. Time occupied in travelling or being transported to and from the place of drill will be allowed at the discretion of the commanding officer.

Clause (26.) Each member of the Naval Reserve may, if the exigencies of the service admit, be allowed to drill in different districts.

Clause (29A.) Any member who cannot satisfy his commanding officer that he has made fair progress in his drills will not be entitled to his retainer.

Clause (36.) Drills on shore not to exceed two (2) hours, drills afloat not to exceed five (5) hours; unless upon occasions which will be previously notified.

Clause (39A.) All members of the Naval Reserve must attend twenty-five (25) hours drill on shore and eleven (11) hours afloat during each successive quarter to entitle them to that quarter's retainer, except those members who have passed out of both parts of truck gun exercise, musketry, and cutlass exercise; they will have the words "trained men" noted in their books, and will only have to drill nineteen (19) hours on shore each quarter; they will also be selected for promotion according to their seniority. The officer commanding the Naval Reserve to notify on which days these examinations will take place.

EXAMINATION OF CANDIDATES FOR APPOINTMENTS IN THE VICTORIAN NAVAL RESERVE.

1.—For Lieutenant.

To hold a master's certificate from some recognized Marine Board, or to pass before the "above Board" (viz., the officer commanding Naval Forces of the Colony, the officer commanding the Naval Reserve, and the senior lieutenant of the Naval Force) the same examination as required for a master in the merchant service.

To have a good knowledge of the following portions of naval gunnery:—

Heavy rifled gun exercise.

Revolving gun exercise.

Truck gun exercise.

Field exercise—Parts I, II, III.

Field piece exercise.

Cutlass, pistol, and sword-bayonet exercise.

Weight of charges and bursting charges.

To be able to drill a division of guns efficiently.

To have a general knowledge of the use and practice of torpedoes, and also all the information contained in the miscellaneous chapter of the Naval Gunnery Book.

2.—For Sub-Lieutenants.

To hold a first mate's certificate from some recognised Marine Board, or to pass before the above Board the same examination as required for a first mate in the merchant service, and to have a general knowledge of the subjects above mentioned.

3.—For First Class Petty Officer.

To have a good knowledge of great gun exercise; also cutlass, pistol, sword-bayonet, and rifle exercises, and to have a good knowledge of a petty officer's duty generally.

4.—For Second Class Petty Officer.

To have a fair knowledge of great gun, cutlass, pistol, sword-bayonet, and rifle exercises.

APPENDIX D.

ARMAMENT of Coast Batteries (when completed) in Port Jackson, Botany, and Newcastle.

Position of Battery.	10-inch M.L. rifled.	9-inch M.L. rifled.	80-pounders M.L. rifled.	8-inch and 10-inch Shell Guns, smooth-bores.	68-pounders, smooth-bores.	Total Guns.	Remarks.
PORT JACKSON (SOUTH SIDE)—							
South Head (Sea face)	3	.....	2	.....	.....	5 (1)	(1) These guns being in four detached batteries have separate magazines, and require distinct detachments to work them. The guns fire both to seaward and into the harbour.
Green Point (Inside entrance).....	.....	.....	3 (2)	2 (3)	.....	5	(2) The three 80-pounders overlook the entrance of harbour, as well as the Torpedo Defences.
Shark or Steel Point (Inner Battery) .....	.....	.....	3 (4)	.....	.....	3	(3) The two 8-inch smooth-bore shell guns sweep the beach of Camp Cove and Watson's Bay.
PORT JACKSON (NORTH SIDE)—							
Inner Middle Head and Cobbler's Beach .....	.....	1 (5) to be purchased.	4 (6)	.....	2 (7)	7	(4) The three 80-pounders bear upon the east and west Channels divided by the Sow and Pigs Shoal and across to Bradley's Head; range, about 2,000 yards.
Middle Head (facing entrance)	2 (8)	.....	3 (9)	.....	2 (10)	7	(5) One 9-inch M.L.R. gun is required to look into the bays of Middle Harbour as far as the Spit, as well as the road from Manly, on the opposite side of Middle Harbour.
Lower Casemate .....	.....	.....	.....	3 (11)	.....	3	(6) The four 80-pounders fire on the entrance and round to Middle Harbour.
Upper Casemate (Iron-fronted)	3 (12)	.....	.....	.....	.....	3	(7) The two 68-pounders are intended to resist boat attacks.
George's Head .....	.....	.....	4 (13)	.....	1	5	(8) The two 10-inch M.L.R. guns fire on the entrance and inside the Harbour.
Batteries on Heights .....	.....	.....	.....	.....	4 (14)	4	(9) The three 80-pounders fire on the entrance inside of South Head and guard the Torpedo Defences round to George's Head.
Bradley's Head (Inner Battery) .....	.....	.....	.....	2	1	3 (15)	(10) The two 68-pounders cover the water towards Dobroyd Point, &c.
TOTAL, PORT JACKSON ...	8	1	19	7	10	45	(11) The three 10-inch smooth-bore shell guns are required for protection of Torpedo Defences.
BOTANY BAY—							
Bare Island ... ..	.....	3 (16)	2 (17)	.....	.....	5	(12) The three 10-inch M.L.R. guns constitute the key of the defensive position and face entrance; also guard the Torpedo Defences.
NEWCASTLE—							
Signal Hill ... ..	.....	3 (18)	4 (19)	.....	.....	7	(13) The 80-pounders protect the Torpedo Defences and George's Beach on north side and look into the bays on the opposite side.
GRAND TOTAL	8	7	25	7	10	57	(14) The four 68-pounders are intended to fire over the entrance of Harbour and Torpedo Defences.

a.—The above table shows the armament proposed by Sir William Jervois, with a few modifications, which have received his approval.
 b.—The guns, marked (3) on Green Point, (4) on Steel Point, (10) on Middle Head, (13) George's Head, and (15) Bradley's Head, will not require full detachments.
 c.—Bradley's and Steel Point Batteries, although considered as inner batteries, cannot be left unmanned, in case of attack.
 d.—It is necessary to bear in mind that field and machine guns will have to be provided in the defensive enclosures and redoubts at South, Middle, and George's Heads, as well as at Botany and Newcastle; consequently an allowance must be made for the necessary gunners, in the event of boat attacks being undertaken simultaneously with the ships' attack upon the batteries.
 e.—In estimating the number of officers and men required for the batteries, due regard must be had to the excessive dispersion of the guns; also to the fact that for the same reason, gun detachments could not be transferred from one battery to another.
 f.—During an action, at least 35 guns would have to be fully manned in Port Jackson, and all the guns at Botany and Newcastle.

30 March, 1880.

P. H. SCRATCHLEY,
 Colonel, R.E.
 C. F. ROBERTS,
 Colonel.

APPENDIX E.

MILITARY DEFENCES INQUIRY COMMISSION.

TABULATED STATEMENT of the Opinions of the Five Members of the Military Committee appointed to consider the Military Questions involved in the Inquiry.

Questions.	Colonel Anderson.	Colonel Scratchley.	Colonel Downes.	Colonel Richardson.	Colonel Roberts.	Conclusions.
1. <i>Military Adviser and Inspecting Officer of Local Forces for Australia generally.</i> —Do you recommend appointment?	Yes, provided that he is not serving in any particular Colony.	Yes.	Yes.	Yes.	Yes.	Committee unanimous for Adviser and Inspecting Officer.
2. <i>Permanent Artillery Force.</i> —Is it necessary?	Essential both in peace and war time.	Yes.	Yes.	Yes.	Yes.	Committee unanimous for Permanent Artillery.
3. <i>Permanent Artillery Force.</i> —Should it be organised <i>with</i> a reserve or <i>without</i> a reserve?	Yes, with a reserve.	With a reserve.	With a reserve.	With reserve, if possible.	With a reserve.	Committee unanimous for a reserve to Permanent Artillery.
4. <i>Permanent Artillery Force.</i> —What strength should be kept of all ranks for the batteries at Newcastle, Port Jackson, and Botany, <i>if no reserve be formed</i> , and assuming that Volunteer Garrison Artillery is available?	About 400.	400 officers and men, at all times and for the future, <i>if reserve be not formed</i> .	300 N.-C. officers and men.	300.	440.	Committee divided in opinion as to strength of Permanent Artillery, if without reserve.
5. <i>Permanent Artillery Force.</i> —What strength should be kept of all ranks for batteries at Newcastle, Port Jackson, and Botany, <i>if a reserve be formed</i> , and assuming that Volunteer Garrison Artillery is available?	300.	300 officers and men, until reserve of 200 is formed, then reduce to 200 officers and men.	200 to 250 N.-C. officers and men.	200 to be the minimum when reserve is formed.	340, to be reduced to 250, as soon as reserve reaches 300.	Majority for a minimum of 200 officers and men, when reserve is formed; minority in favour of larger force.
6. <i>Volunteer Garrison Artillery.</i> —What strength do you recommend for Newcastle, Port Jackson, and Botany Bay, in addition to Permanent Artillery?	150 if a Militia, 300 if purely Volunteer.	150, Volunteer Militia, exclusive of Volunteer Reserve.	200 to 300 men, paid Volunteers, to be decreased as the reserve is formed.	200 paid Volunteer Militia, 200 unpaid Volunteer Force.	About 150 Garrison Artillery.	Majority (three members) in favour of 150 men; two members in favour of larger number.
7. <i>Permanent Infantry.</i> —Do you recommend; if so, what strength?	No.	No; not considered necessary.	Yes, putting aside the question of expense—one strong company to serve as a standard of efficiency—and to assist in the training of officers.	No.	Yes; small number, say 60, for instruction.	Majority (three members) against infantry; two members for infantry, but of smaller strength.
8. <i>Torpedo Corps.</i> —Do you recommend any change in existing corps?	Yes, a portion permanent	Yes. This corps should have a special organization.	No.	No.	Yes; to be partly a Permanent Force.	Committee divided; members holding different views.

TABULATED STATEMENT of Opinions—*continued.*

Questions.	Colonel Anderson.	Colonel Scratchley.	Colonel Downes.	Colonel Richardson.	Colonel Roberts.	Conclusions.
9. <i>Torpedo Corps.</i> —What total strength do you recommend for Torpedo Defences at Newcastle, Port Jackson, and Botany?	100, if signalling for field force is otherwise provided for.	Newcastle 20 Botany 25 Port Jackson 50 Total 100	80 to 100 men.	100, provided slight increase is permitted to Engineers to provide signallers for field force.	100.	Committee unanimous for a Corps of 100.
10. <i>Field Force.</i> —Which do you recommend, paid Volunteer Militia, or unpaid Volunteer Force?	Unpaid, with exception of those trained as Militia.	Paid Volunteer Militia, if cost be kept down to £10 per officer and man, all expenses included.	Paid Volunteer Militia enrolled for a period of three years; unpaid Volunteer Force in country districts.	Paid and unpaid.	Unpaid Volunteer Force.	Majority (four members) in favour of a paid Volunteer Militia, supplemented by unpaid Volunteers; one member for unpaid Volunteers only.
11. <i>Field Force.</i> —What organization and constitution for the paid Volunteer Militia do you recommend,—that of New South Wales, South Australia, or otherwise?	N.S. Wales modified.	New South Wales, improved by incorporation of provisions in South Australian Acts.	That of South Australia, provided that it could be carried out in this Colony.	New South Wales.	If one is formed a modified New South Wales one, enforcing attendance.	Majority (three members) in favour of N. S. Wales organization and constitution with modifications; one member for New South Wales organization, one for South Australian.
12. <i>Field Force.</i> —What organization and constitution for the unpaid Volunteer Force do you recommend,—that of Great Britain or otherwise?	That of Victoria, which is modified from and based on English system; but in which Colonial requirements have been considered.	Great Britain, modified to suit local circumstances.	Something similar to the Rifle Companies of South Australia.	Similar to that of the Volunteer Militia, but modified, &c., as may seem necessary.	Great Britain as near as possible.	Committee divided; members holding different views as to organization of purely Volunteer Force.
13. <i>Field Force Reserve.</i> —Do you recommend formation of a Reserve in connection with the Volunteer Militia?	Certainly.	Yes.	Yes.	Yes.	If Volunteer Militia is formed; yes.	Committee unanimous for a Reserve to Volunteer Militia.
14. <i>Field Force Reserve.</i> —If so, what organization and constitution—with pay or otherwise?	Volunteer organization. No pay.	Without pay—English Volunteer organization.	Enrolled for a period of three years from time—expired Volunteers; small annual pay in arrears.	Similar to that of the Volunteer Militia, but modified, &c., as circumstances may seem to warrant, and without pay.	By affiliation to the Volunteer Militia, if formed, and without pay.	Majority (four members) against pay; one member for pay for Field Force Reserve.
15. <i>Field Force.</i> —What should be the strength of the Volunteer Force, if unpaid, for the defence of Sydney, if a Volunteer Militia be not maintained?	From 4,000 to 5,000 men.	3,000 officers and men instead of the 1,700 militia.	5,000 at Sydney, but I consider that it would be most unwise to trust to unpaid Volunteers only.	5,000 at least, with a Permanent Infantry Corps of not less than 300.	At least 3,000.	Majority (three members) in favour of 5,000 men; two members for 3,000 men for Field Force.
16. <i>Field Force.</i> —What should be the strength of the paid Volunteer Militia?	1,500 to 1,800 for Home District.	1,500 officers and men, as at present, for Sydney and Newcastle, exclusive of Garrison Artillery and Torpedo Corps. Total, 1,800.	For defence of Sydney, Botany Bay, Newcastle, Infantry 2,500 to 3,000 Cavalry 80 to 100 Artillery 210 Engineers 80 to 100	1,525 officers and men, exclusive of 200 Garrison Artillery and 75 Torpedo Corps = 1,800.	If formed, exclusive Torpedo Corps and Garrison Artillery, about 2,000 Militia.	Majority (three members) for a strength of 1,500, Volunteer Militia, for Field Force; two members in favour of larger Field Force.

Tabulated Statement of Opinions—continued.

Questions.	Colonel Anderson.	Colonel Scratchley.	Colonel Downes.	Colonel Richardson.	Colonel Roberts.	Conclusions.
17. <i>Field Guns.</i> —What should be the number of field guns, and how many batteries of officers and men?	18 guns, three field batteries, and one battery of 6 guns should regiment of Cavalry be raised.	18 guns; 3 batteries.	18 rifled guns, 3 batteries of 70 men each.	18 field guns, 3 batteries.	From 12 to 18; 3 Batteries (1 Reserve, 2 Volunteer).	Unanimous for 18 guns and three batteries; one member for additional 6 guns with Cavalry Regiment.
18. <i>Cavalry.</i> —Do you recommend a body of Cavalry as part of the Field Force, and if so of what strength, not taking into account Mounted Police?	Yes; a regiment for the Colony.	Yes; 100 officers and men in and around Sydney as mounted Rifles, unpaid.	Yes; 80 to 100, trained as mounted Rifles.	No. I should depend on 4 troops of Mounted Police, numbering 200.	300 Mounted Police.	Majority (three members) for Cavalry, and two members for Mounted Police only.
19. <i>Engineers.</i> —What should be the strength of the Engineer Corps attached to the Field Force?	150 to 175.	75 officers and men, Volunteer Militia, as at present, besides Volunteers in reserve.	80 to 100.	75 Volunteer Militia and 25 Volunteer Force.	150.	Majority in favor of 100 Engineers.
20. <i>Rifle Companies.</i> —Do you recommend the formation of Rifle Companies, without capitation, in the country districts of New South Wales?	I recommend a purely Volunteer Force.	Yes, throughout the Colony.	Yes.	Yes, as Volunteer Corps with provision for instruction.	Yes.	Majority (three members) in favour of Rifle Companies, pure and simple; two members preferring Volunteers without personal emolument.
21. <i>Rifle Companies.</i> —If so, how would you organize them?	If such be formed, to be entirely under supervision and command of Commandant.	I would take the South Australian system as a model, and modify to suit local requirements.	I would take the South Australian system as a model, and modify to suit local requirements.	As Volunteer Corps entirely apart from civil control or interference.	On a distinct Company organization; arms, ammunition, and necessary instruction found.	Committee divided in opinion, as to organization of Rifle Companies.
22. <i>Ordnance Store Department.</i> —Do you recommend re-organization and transfer to control of Commandant?	Certainly. See my report.	Absolutely necessary.	Absolutely necessary.	Not entirely.	Yes.	Majority (four members) for re-organization and transfer; one member in favour of re-organization only.
23. <i>Laws and Regulations.</i> —Are any changes required in the existing Laws and Regulations relating to the Local Forces of New South Wales?	Yes.	Yes.	Think that Volunteers should be enrolled for three years and for service in Australia and Tasmania. That the rates of pay for Volunteer Officers and men are too high. That a system should be established by which Officers of the Permanent Force could look to obtaining some recompense after good and long service. Abolish election of officers.	For staff and Permanent Artillery codification of pay and allowances. Paid Volunteer Force to be termed Volunteer Militia. Election of Officers to be done away with. Introduction of a retirement scheme for Permanent and Volunteer Officers. Provision of central drill sheds. Change in administration of supply. Periodical despatch of the more responsible Officers to England to acquire information &c.	Yes; more power to Commanding Officer of Permanent Artillery; a prospect held out to the men of certain employment under Government and formation of a Reserve. With regard to the present Volunteer Paid System, a greater hold upon the continuous service of the men. No election of officers by corps.	Committee unanimous for the necessary changes in Laws and Regulations.

TABULATED STATEMENT of Opinions—*continued.*

Questions	Colonel Anderson.	Colonel Scratchley.	Colonel Downes.	Colonel Richardson.	Colonel Roberts.	Conclusions
24. <i>Instruction of Officers.</i> —Should not steps be taken for the establishment of Schools of Artillery and Infantry for the instruction of the Officers of the Local Forces of New South Wales?	Yes, most desirable.	Yes.	Yes, consider there should be one school for Australia generally.	Yes.	Yes.	Committee unanimous for Schools of Instruction.
25. <i>Instructors.</i> —Do you recommend appointment of Officers for this purpose?	Yes, but from paid forces.	Yes, to be supplied from paid forces.	Yes; but I think it might be combined with the duty of adjutant.	Yes.	Yes; from England if possible.	Committee unanimous for Officer Instructors.
26. <i>Military Education of Permanent Artillery Officers.</i> —Should not a higher standard of practical military knowledge be insisted on for first appointments and promotions?	Yes, generally.	Yes, the present standard altogether insufficient.	Yes; but for first appointments give probationary commissions, and examine in a year's time.	As far as practicable.	Yes.	Committee unanimous for higher standard of instruction.
27. <i>Examination of Volunteer Officers, whether paid or unpaid.</i> —Do you recommend any change in the system of examination for first appointments and promotions?	Yes, generally.	Yes, to ensure higher standard of military knowledge.	No.	No.	Yes.	Majority (three members) in favour of change, two members against.
28. <i>Education of Volunteer Officers, whether paid or unpaid.</i> —Do you recommend a higher standard of military knowledge?	Yes, generally.	Yes.	No; the present system if carried out in its integrity appears sufficient. (<i>Vide</i> note on page 79.)	As far as practicable.	Yes.	Majority (four members) for higher standard; one member against.
29. <i>Military Library.</i> —Do you recommend establishment of a Library and Reading-room for the Officers of the Local Forces, for the encouragement of lectures and discussions on Military subjects amongst them, subject to the control of the Commandant?	Certainly.	Yes.	Certainly.	Yes.	Yes.	Committee unanimous for Libraries and Reading Rooms.
30. <i>Course of Instruction.</i> —Should not the Permanent Officers of the Local Forces be required to go through a course of instruction in field engineering, tactics, surveying, and reconnaissance?	Yes.	Yes.	Yes.	Yes.	Yes.	Committee unanimous for Permanent Force Officers to undergo course of instruction.
31. <i>Course of Instruction.</i> —Should not this course be open to Officers of the Volunteer Force, and certificates granted to those who attended the course and passed a qualifying examination?	Yes.	Yes.	Yes.	Yes.	Yes.	Committee unanimous for Volunteer Officers to undergo course.

APPENDIX F.

APPROXIMATE estimate submitted by Colonel Richardson on account of instruction, training, pay, clothing, and equipment for 3,400 of all ranks as under:—

	£
General staff	2,995
300 permanent artillery	27,000*
100 permanent artillery reserve	900
1,800 volunteer militia... ..	25,000
1,200 volunteer reserve	6,000
School of Instruction	1,000
Warlike stores	5,000

67,895

* This item ultimately reduced on completion of artillery reserve to 200, and reduction of permanent artillery to 200 by 8,000

£59,895

JOHN S. RICHARDSON,
Col.-Comdt.

APPENDIX G.

QUARTERLY RETURN, showing the strength and establishment of the Regular and Volunteer Military Forces in New South Wales, 1st April, 1881.

Branch of Service.	District.	Officers Commanding.	Strength.					Wanting to complete.	Supernumeraries.	Establishment.
			Officers.	Medical Officers.	Non-commissioned Officers.	Members.	Total strength.			
General Staff	Sydney	Col. J. S. Richardson	4	...	5	...	9	...	...	9*
Regulars—N.S.W. Artillery	"	Col. C. F. Roberts...	13	1	56	248	318	2	...	320
Permanent Staff .....	" .....	...	...	...	11	3	14	...	...	14†
Hon. Chaplain .....	" .....	...	1	...	...	...	1	...	...	1
Medical Staff	Sydney .....	...	...	2	...	...	2	1	...	3
Head Quarters Band .....	" .....	...	...	...	2	30	32	...	...	32
Volunteers.	Artillery	"	14	...	27	155	196	6	...	202
		Newcastle	2	...	6	37	45	4	...	49
		Wollongong	3	...	6	39	48	1	...	49
		Sydney	3	...	8	49	60	...	...	60
		"	6	...	17	71	94	6	...	100
Engineers	Sydney	Major Cracknell	6	...	17	71	94	6	...	100
Torpedo and Signalling Corps	"	Major Cracknell	14	...	30	286	330	12	...	342
Infantry	1st Regiment	"	14	...	30	286	330	12	...	342
		"	15	...	35	292	342	...	...	342
		2nd Regiment	13	...	33	276	322	20	...	342
		3rd Regiment	7	...	16	129	152	18	...	170
2 Companies	Northern	Major Wilkinson ...	7	...	16	129	152	18	...	170
		Total	95	3	252	1,615	1,965	70	...	2,035

* This item includes clerks.

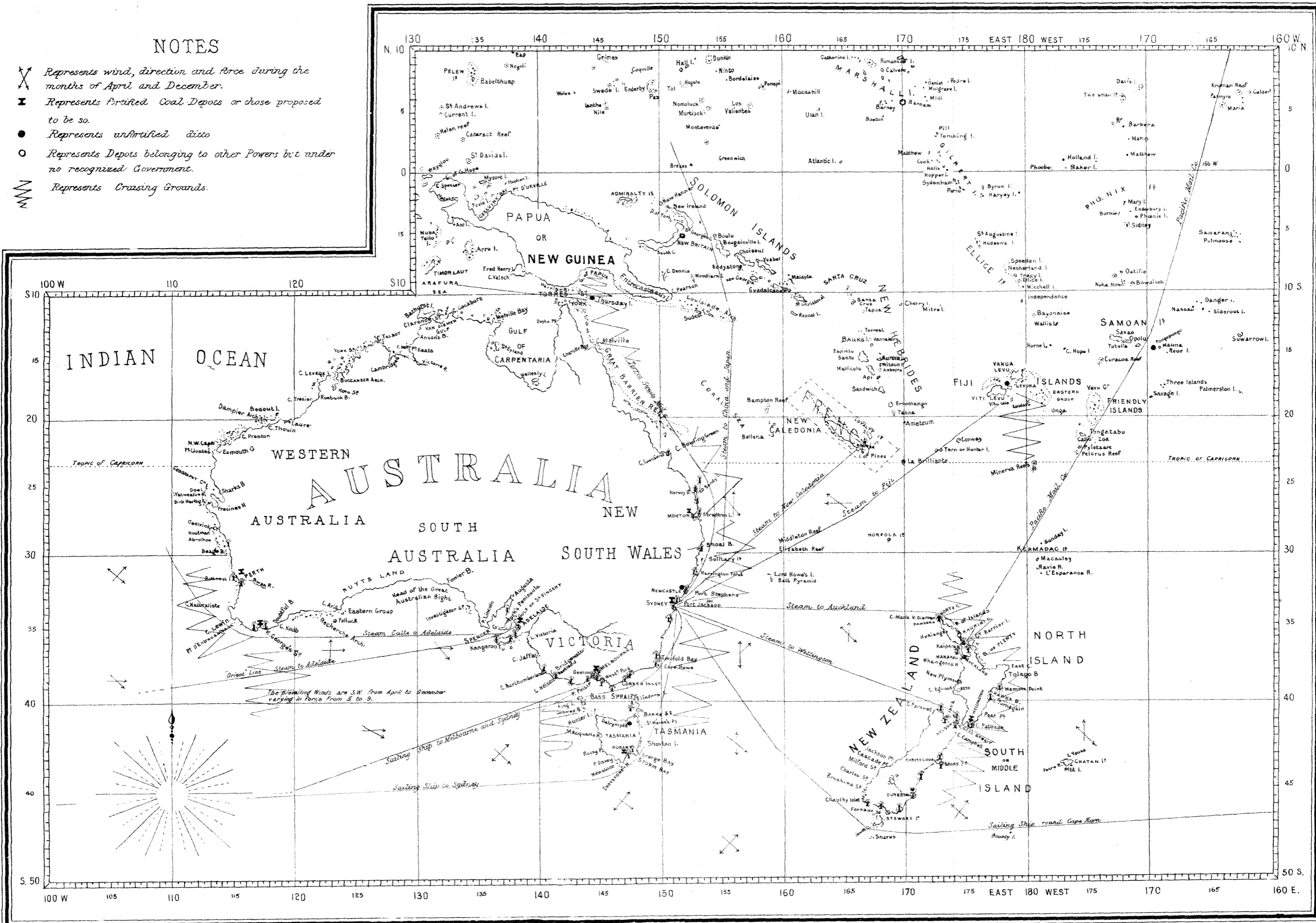
† This item includes markers on Rifle range and labourers.

JOHN S. RICHARDSON,
Col.-Comdt.

CHART showing the proposed general disposition of the Naval Defending Forces throughout the Australian Naval Station, referred to in Commodore Wilson's Evidence, p. 41.

NOTES

- ✕ Represents wind, direction and force during the months of April and December.
- ⊠ Represents fortified Coal Depots or those proposed to be so.
- Represents unfortified ditto.
- Represents Depots belonging to other Powers but under no recognized Government.
- ⚡ Represents Crossing Grounds.



(Sig. 4-)

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

THE VOLUNTEER FORCE.
(REPORTS OF THE OFFICERS COMMANDING REGIMENTS OF.)

Ordered by the Legislative Assembly to be printed, 16 November, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 28th October, 1881, That there be laid upon the Table of this House,—

Copies of the Reports of the Officers Commanding Regiments of the Volunteer Force on the working of the Force under the new Regulations.

(*Mr. Burns.*)

THE VOLUNTEER FORCE.

Colonel Goodlet to Colonel Richardson.

Dear Sir,

Volunteer Office, 11 March, 1881.

In the year 1860 I was elected first Captain of the Glebe Company of Volunteer Rifles, which post I held till April, 1868, when I was promoted to Major of the Suburban Battalion, and which Corps I had the honor to command for ten years, till transferred to my present command in the N.S.W. Volunteer Infantry. I mention these facts merely to show that I ought to be in a position to give an opinion on the relative merits of the two forces, as requested by you.

When the Volunteer Rifle Companies were started England was at war, and the members held well together while the excitement and apparent necessity lasted, but after two or three years, when the novelty wore off, and it became known that the fines could not be enforced, the attendance of many at parades became fitful, but some, I must say conscientiously, attended to their duties to the last, while others, who might have done likewise, got disgusted by coming up time after time without getting a satisfactory drill owing to paucity of attendance.

Thus, when the landorder system was introduced, many joined from mere mercenary considerations, and were satisfied so long as they made up the number of drills required to pass, but which were not sufficient to make them efficient, and, as might be expected, the result was very detrimental to the force.

The organization of the present force, the N.S.W. Volunteer Infantry, I think, well adapted to the circumstances of the Colony, for while not withdrawing labour from the market it provides a force equal to what a young community situated as this requires.

The men, as a rule, feel they are paid a fair equivalent for their services, and desire to do their part well in return, and what with this feeling and the power of inflicting and collecting fines discipline is more easily maintained than in the old force.

The annual period of consecutive training is very beneficial, as the men not only learn camp duties but settle wonderfully down to their drill, and the difference between the steadiness of the men at the end and the commencement of the period of continuous training has to be experienced to be appreciated; and further, all parades must be held by daylight, and are well attended, as officers and men require to be present at not less than sixteen out of twenty to make them efficient, which I think a very good regulation.

From past experience and my knowledge as a large employer of labour (my firm employs more men than there are in 2nd Regiment), I am almost certain that it would be impossible to get an *unpaid* volunteer force to go through the continuous training and steady drill that the present paid force does.

In conclusion, I would suggest calling the force the "Volunteer Militia," as I think that name would better describe what the force really is.

I have, &c.,
JOHN H. GOODLET, Lieut.-Col.,
Commanding 2nd Regiment Volunteer Infantry.

Lieutenant-Colonel Wilson to Colonel Richardson.

Sir,

Sydney, 26 February, 1881.

I have the honor to state with reference to your request calling for my report as to the working of the new system generally of the existing Volunteer Force, that it far exceeds my expectations, and have no hesitation in pronouncing the new force a complete success.

The artillery branch of the force, which I have the honor to command, works admirably, and is very much superior to what the old force was, and better disciplined, less irregularities occur, and very few complaints are heard of, the men nearly in every case, as witness the recent encampments, putting up cheerfully with all inconveniences. The stamp of men are superior and much steadier, and are much more regular in their attendance, as can be proved by referring to parades' states. The officers under my command work harmoniously, and the same may be said of non-commissioned officers. Much credit is due to the adjutants and drill instructors for the appearance of the men on parade, as also their efforts in affording instruction by classes at night, and which are always well attended. In conclusion, I beg to state that in my opinion the force as now organized could scarcely be improved on, and as the men see more service any defects in the ranks can be easily remedied.

I have, &c.,
WATSON WILSON, Lieut.-Col.,
Commanding N.S.W.R.V.A.

Major Wilkinson to Lieutenant-Colonel Christie.

Sir,

West Maitland, 24 February, 1881.

I have the honor, in reply to the Commandant's memo. dated 18th February, requesting the officers commanding regiments and corps to report on the working of the present organization of the Volunteer Force,—

With respect to the organization, sufficient time has hardly elapsed to give the present system a fair trial, but the experience gained so far shows it to be an improvement upon the old, both with regard to training, discipline, and practice of interior economy.

The training is conducted with more system, the instruction being carried on in a progressive manner, and is conducive to implant habits of obedience and regularity of attendance, with more attention to appearance and soldierly bearing, consequently are more amenable to discipline, which can be more strictly enforced than was possible under the old system, where there was little or no check upon irregularity or misconduct, which under the new is enforced by forfeiture of pay or fines.

Training
New
Old.

The

The practice of interior economy is getting better understood and enforced every day, and the officers, non-commissioned officers, and men are gradually being educated into the proper groove of individual responsibility, which, though considered irksome at first, is leading to a proper appreciation of its benefits, everything working smoothly and in order, and I have no hesitation in saying that as the members get more conversant with its working, no difficulty will be experienced in carrying out its provisions. Possibly some of the details in Act and Regulations may require a little amendment.

Comparing the efficiency of the old with the present force, great difficulty was always experienced in getting good musters under the old regulations; there was no hold on the members to compel attendance, and provided they could get the minimum number necessary to constitute a drill, and put in (14) fourteen such attendances during the year, so as to qualify as efficient, they imagined they had done all that was required to constitute a good volunteer.

In consequence of this paucity of attendance officers were unable to improve themselves or to put in practice the theoretical knowledge obtained by study. This applied particularly to country districts, and when called out on periodical occasions for some grand parade with large bodies of men, the officers, from want of practice, were at sea—from no fault of their own, but because by reason of the small attendance were unable to practise their duties.

With respect to rifle practice,—with the exception of (say) 10 per cent. of the old force, very little interest was taken by the members generally. These generally were men who were fond of it—who could afford time, and probably only joined upon account of the shooting. I consider, and I believe it is borne out by experience, that the present force as a whole quite equals the old force, as witness the high scores at the last Rifle Association matches, and the number of marksmen during the last course of musketry, 1880, will compare favourably with previous years. This I consider is accounted for by making the attendance at the annual course of musketry compulsory, and if a slight encouragement were given to marksmen, together with annual issue of efficiency ammunition, the result would be most satisfactory.

There was little or no system of organization in the old force, everything being conducted rather loosely—too much equality, and when occasionally officers carried on their duties strictly much dissatisfaction was the result.

The examination before promotion I heartily agree with, and if the efficiency of the movement generally is to be successful it must be adhered to. Some are sure to grumble at failure, but if there is any *esprit de corps* one or two failures should not discourage any candidate. However, for first commissions I would recommend the first examination to be confined to drill, and to have a second one (say) after twelve or eighteen months' service. The men also take more pride in serving under officers who have passed their examination, and their commands are always more cheerfully obeyed. Under the old system I have seen officers and men arguing about the correctness of a movement or word of command.

I am also in favour of recruits being allowed some compensation for their attendance at preliminary drill. It requires a little enthusiasm to attend these drills three times per week for three months (say) one and a half hour each drill, and it is acknowledged that this is the most irksome time in the Volunteer service. A great many fall out during this training, but payment (say) at the rate of 1s. per drill, payable when dismissed drill, would act as an incentive, and ensure better and more regular attendance. Under the old system the date of a man's joining counted towards his five years' service, practically paying him for his recruit service.

The present system of issuing clothing might be amended. Instead of issuing two complete sets, I would suggest that a period of twelve and eighteen months should elapse between issue.

In favour of the present system, I have it on good authority that in a neighbouring colony a somewhat similar system was in force, but on the score of economy reverted to the old system, and the whole force, I am given to understand, is in a most unsatisfactory state. From my own experience, extending over a number of years (having joined in August, 1860), I believe the present system, with perhaps a few alterations which may be necessary as we gain more experience in the working, will turn out a fine trained body of men, fairly disciplined and acquainted with the arms of defence entrusted to them, and will, if ever called upon to do so, give a good account of themselves; but would, in addition, recommend the formation of at least (say) two companies of permanent infantry, because, in the case of invasion, volunteers in this Colony would be at once called out to the front; they would be a valuable adjunct to the present force.

I have, &c.,

ALEXR. WILKINSON, Major,
Commanding Northern Regiment.

Major Rowe to Colonel Richardson.

Sir,

In compliance with your memo., dated February 18th, I have the honor herewith to append my report on the working of the Volunteer Force new regulations.

From practical experience, I have found the present system to work admirably, and in my opinion requires very little amendment.

The more carefully the system is examined the greater the difficulty to suggest improvement.

At the enrolment I had no difficulty whatever in obtaining suitable professional men and tradesmen of all classes to the number allotted by the establishment, viz., 60.

I have experienced no difficulty in securing discipline under the new regulations.

At the parades, working or otherwise, the men have been scrupulously punctual in their attendance. They have worked together cheerfully in their duties as engineers. The corps I have the honor to command is composed of intelligent tradesmen—young, strong, and healthy, capable of undertaking any mechanical work or undergoing fatigue.

I regard them equal in ability and endurance to any similar body of men.

The officers are professional men; Commanding officer an architect; 1st Lieutenant a first-class trigonometrical surveyor and engineer; 2nd Lieutenant a civil engineer,—all of whom are practical, as well as theoretical, in their knowledge, competent to design and carry out any kind of military work that may be required of them; and further, have the respect and confidence of the men whom they instruct.

The quarterly lectures of the officers, in accordance with the regulations, have been well attended, and may be considered a good school for imparting military instructions.

I am perfecting my plans for competitive examinations for non-commissioned officers' positions, also for prizes and badges, for which you kindly recommended the Government to vote the annual sum of £15, for military modelling, &c. All the models submitted will become the property of the Government, and will be retained in the school of Military Engineering for the instruction of the corps.

The only regret that I have to express is that the parades are not numerous enough for the purpose of instructing an engineer corps, who are expected, when brigaded, to be equal with other branches of the force.

I find if the men are kept at working parades too often they fall off in infantry drill. I could profitably occupy the whole of the parades required by the regulations in teaching engineering duties. In order to provide for remedying this, I would respectfully recommend ten moonlight parades during the year in addition to the day parades already provided for, and that six of the same should be compulsory.

I think the constitution of the force, as regards the Naval Brigade, Torpedo Corps, and Engineers, is capable of being modified with advantage.

The Naval Brigade being a Colonial force, and intended to operate in the immediate defence of the city and adjacent points on the coast, should be under the control of the Commander-in-Chief, and I think should be brought under the same system as that relating to the other branches of the service.

The duties of the Torpedo Corps being confined to one class of work, should I think be numerically weaker than the Engineer Corps, whose duties would, in the event of active service, be much more general. And portions of the corps would be required say at Botany, Newcastle, Port Jackson, and also with field force, which itself might possibly be operating in more than one locality.

For these reasons I think it would be wise to increase strength of the Engineer Corps, which is not up to the strength of the old corps existing eight years back.

I would also point out that the difference in remuneration existing between Torpedo and Engineer Corps, from commanding officer down, is undesirable.

I would also recommend that the mechanics in the infantry regiment, if desirous, should be allowed to obtain transfers to the Engineer Corps. It would be the means of keeping up the strength of the company and obtaining the most intelligent and efficient men.

I am inclined to think that four days only should be compulsory during continuous training; notice to be forwarded to the Commanding Officer before going into camp, so as to regulate the camp duties; and that written notice should be permitted to be received up to 4 p.m. on the evening before the camp, for all that are unable or prevented attending camp duties.

I regard the present force vastly superior in all its branches to the old men.

A few parades at night, in order to fill up the vacuum between the day parades, will make the force perfection, so far as perfection can be arrived at in training citizen soldiers.

The entire force is now working as perfectly as possible. There is no jarring of its machinery that I know of, and it promises to be infinitely superior to anything we have had before. The men, as a body, are young, strong, and vigorous, capable of undergoing fatigue. They are active in duty in the field.

The remuneration I consider reasonable in comparison to the old force, men who I consider obtained 15s. for every parade.

The attendance of the old force in my company averaged twenty-nine drills per man per year.

The average price of land order, £100; therefore each man obtained the sum of nearly 14s. per drill for the period of five years.

In conclusion, is it not necessary that the commanding officers should have an intelligent knowledge of the surrounding country, by having access to all military survey plans, &c., showing the intended defence proposed; or that meetings of commanding officers should be summoned periodically to study such matters. Would not the work of defence be more effectively performed, having a thorough knowledge of what they might have to carry out?

If not competent to be trusted with such information, then such ought not to be in possession of a commission.

I have, &c.,

THOS. ROWE, Major,
Commanding Engineer Corps.

Lieutenant-Colonel Holborow to The Commandant.

Sir,

Head-quarters, 3rd Regiment V.I., 26 February, 1881.

The Government having appointed a Royal Commission for the purpose of considering and reporting upon the working of the Volunteer Force under the new organization, I do myself the honor of expressing my experience as commanding officer of the 3rd Regiment V.I. since its inauguration, with a view of assisting the Commission in its labours.

1st. I have found no difficulty whatever in securing suitable men to fill my regiment to its full strength, and men are always waiting to fill any vacancies that occur by change of residence, these men being nearly all farmers and mechanics, and their ages invariably ranging from 20 to 35 years. A regiment has been formed that has been highly complimented by His Excellency as an exceedingly fine and efficient body of men.

2nd. The system adopted, under which the men are paid according to attendance, has had a most beneficial effect. The men attend the parades most regularly; the result is, a system of drill is carried out that under other circumstances could not be carried into effect, and as a natural consequence the men move and work together in a manner that, until the adoption of the new regulations, was out of the question. The extra pay to the non-commissioned officers has conduced to the success of the movement, for they now betray an interest and anxiety for promotion, thus pay more attention to general efficiency, the general well-being of each corps being thereby attained.

3rd. To continuous training can, in my opinion, be attributed a large portion of the undoubted success of the new system. The men of my regiment look forward to the annual gathering with eagerness, and I find that the few days during which the whole force have an opportunity of working together has a wonderful effect. The men improve rapidly, and I find them more steady and generally more efficient than could be reasonably expected in so short a time; and out of a total of 299, the strength of my regiment, 285 were in attendance at last camp—a fact which speaks for the popularity of the regulations. The strength of my regiment at the present time is 334, the full strength allowed by the regulations being 342, the men required to complete its full strength being now under examination. With

With a view of rendering an excellent system still nearer, in my opinion, perfection, I would, with all due deference to superior experience, offer the following suggestions:—

1st. That the strength of each corps be increased to 100.

2nd. That the continuous training be increased to eight days.

3rd. That having in view the spirit infused by music into military matters, each country corps be allowed a band of ten musicians, and as they now possess the instruments, and men can be readily found to use them, the expense will be inconsiderable.

4th. That the uniform supplied to my regiment having been so slovenly and carelessly made, and the quality of the material indifferent, a man, no matter how tidy, cannot possibly look really well; and I would strongly suggest that, instead of allowing one firm to secure the making of the whole quantity, the officers commanding regiments be allowed to invite and deal with tenders for the supply of their several regiments, or that a Board be appointed, who shall see that all contracts are carried out better and more speedily than has hitherto been the case.

5th. That in future each man should be supplied with one suit of uniform for drill purposes, of the same style as that now used, and also one for inspection and reviews, the tunic of which shall be of cloth, similar to that issued to the old Volunteer Force.

In conclusion, I would express my firm conviction of the utter impossibility of forming and keeping together a purely volunteer force. The attempt has been made upon three several occasions in New South Wales, failure in each instance being the result. It is, in my opinion, out of the question for men to give their spare time to drill without some remuneration, especially when there are so many attractions which absorb it.

I have, &c.,

WM. H. HOLBOROW, Lieut.-Col.,
Commanding 3rd Regt. V.I.

Lieutenant-Colonel Raymond to The Commandant.

Sir,

1st Regiment Volunteer Infantry, Sydney, 28 February, 1881.

In reference to your confidential memo. of 18th instant, I have the honor to state that in my opinion the working of the new system generally is far superior to the former organization; and I need only point, in confirmation of my belief, to the present state of the force as compared with that under the old regulations.

Superior, however, as the present organization is, there is doubtless room for improvement, especially in regard to the officers. In many of them there is not that *esprit de corps* that should exist, and which I attribute in a great measure to the system of election to first commissions, which still stands part of the Act. A partial remedy would, I think, be achieved by direct appointments, on the recommendation of the officer commanding regiments or corps, the nominations to be as far as possible selected from the respective corps. The elimination from the regulations of the term volunteer, all brigade changes, dress regulations, or other matters, to be by general order, not by the votes of the officers; and regimental matters to be similarly worked by the officers commanding, subject, of course, to the general provisions of the Act and regulations. I think such a regulation would have a good effect, by doing away with discussion, as we all know there are some who oppose the majority, often merely for opposition sake.

The present system of training, as carried out in the 1st Regiment, has, I venture to assert, resulted in a marked improvement in the non-commissioned officers and in the steadiness of the men under arms. The improvement in interior economy is the result of the period of continuous training, prior to which most in the service were utterly ignorant of this necessary branch of duty, solely from lack of practical teaching. I believe it would be wise to extend the system farther, by giving to each regiment the control of the clothing, which should be obtained from Home, in the same manner that troops on foreign service are supplied. While on this subject I would call attention to the present dress. The Norfolk jacket is a very good working dress; but when used for shooting, drill, &c., it is not fit for parade purposes. No one will deny that a soldier should appear smart and clean on parade, which they cannot do with the present dress; and I need only point to the different appearance as regards dress between the Permanent and Volunteer Artillery on the parade of last Saturday—the one with gold lace, white belts, and tunics; the other, silver lace, brown belt, and bad fitting Norfolk jacket. I respectfully maintain these distinctions should not be. The whole defence force of the Colony should be treated alike in every way, especially as to equipment, and I venture to assert that a more cordial feeling than at present exists in the force will be the result of such a course.

I should also recommend the formation of a reserve, admitting at once all old volunteers, and hereafter only such as have passed through the ranks of the present force, to appear for inspection once a quarter, at Commandant's Brigade Parade; that full forage should be allowed to all mounted officers; a cavalry corps to be formed in the country districts; and two companies each to be added to the Head Quarter Regiments of Infantry, with two supernumerary officers besides, which would enable these battalions to be drilled as 8-company battalions; a band allowance to each regiment, to be supplemented by a small subscription from the officers; a mess allowance for the formation and maintenance of a brigade mess, in connection with reading room and military library for reference, to be also supplemented by subscription from officers.

Musketry instruction I have always believed should be carried out by the staff of the respective regiment, and see no reason to alter my opinion.

I would also mention for your consideration the advisability of substituting the following arrangement for detached drill, viz.:—Three day drills, and substituting therefor seven night parades (principally company drill); the number of drills for efficiency standing at thirteen day parades and four night drills. This would free the men for three more Saturdays during the year. The extra money required for these seven drills could be obtained from the three day parades struck off, and deducting a pound from the efficiency money at the end of year, making it £3 instead of £4.

It must be obvious to all conversant with the present organization and the old, that without some remuneration it would be impossible to obtain the services of the men for continuous training, or the necessary number of day parades to establish a proper standard of efficiency. At same time, I am induced to make the foregoing suggestions as to substitution of a few night drills for day parades, believing that such a modification, while being acceptable to the general body of the regiment, might be introduced without deterioration to the force.

I trust I have not strayed beyond the intention of your memo. in this short outline of some of the salient points of the new organization, which it has struck me might be improved upon, and which may be summed up as follows:—

Abolishing the system of election.

General and regimental orders to take the place of meetings of officers in matters affecting the brigade and regiment, such as changes of dress, &c.

Regiments to have control of clothing.

Tunics to be supplied, and white belts; and all *distinctions* as to lacc, &c., to be abolished in the force.

Formation of a reserve.

Forage.

Formation of a cavalry corps.

Head Quarter regiments of infantry to be strengthened.

Band allowance to regiments.

Allowance for brigade mess and reading-room, library, &c.

Musketry instruction.

Alteration in detached drills in regard to efficiency.

I have, &c.,

R. PEEL RAYMOND, Lieutenant-Colonel,
Commanding 1st Regiment Volunteer Infantry.

REMARKS in reference to the organization of the Volunteer Force.

Commissioned Officers.

I am of opinion that clause 24, directing that all candidates for a commission must have passed the Junior Civil Service examination or one of a higher degree is unnecessary, as many members of the corps are scientific men, trained to some particular branch of science, in consequence of which they are exempt from the rule relating to clerical appointments in the Civil Service, and are not required to pass the Civil Service examinations; and I think this should also apply to non-commissioned officers or privates whose practical knowledge of the special duties of the corps would otherwise render them eligible.

Discipline.

Clause 86.—The whole system of fines is in my opinion unsatisfactory, because it takes away from commanding officers all discretionary power in inflicting them, leaving out of consideration the opportunity that officer has of knowing the offender's previous conduct or the repeated or aggravated nature of the offence; and I need hardly point out that the fact that if the immediate commander of the corps was invested with a discretionary power as to the amount of the fine it would have a most beneficial effect as regards its discipline.

Clause 104.—In this case I cannot see why buglers should be compelled to go through a *course of musketry instruction*, which is described as consisting of four nights' position drill and sixty rounds target practice.

Clause 105.—I consider that the number of parades ordered is nothing like sufficient to ensure the efficiency of a corps like the Torpedo and Signalling Corps, which, in addition to the duties peculiarly its own (such as a knowledge of electricity, signalling, boating, diving, and other matters essential to its usefulness),* has to be as well up in military drill as any other corps. In my experience at any rate it is expected to perform those duties on brigade parades with the same accuracy as corps whose one and only duty it is to practise the same.

Clause 110.—I cannot see why the inspection (the most important parade of the year, as by it the efficiency of the several branches of the force is tested by the Inspecting Officer) should be the only parade from which absence with leave can be granted, and the person to whom such leave is granted can be returned efficient.

Clause 119.—If a member is taken ill on the morning of the camp, perhaps after he has fallen in to proceed there, and a medical certificate to that effect is given, it cannot alter the case as regards the efficiency of such member. While on this subject of inability to attend parade, I might mention the case of Private J. Miller, of my corps, who was suddenly taken ill on the night of the lecture to the corps in 1879. He had attended every parade and had gone through musketry instruction (for which the lecture had been substituted), but, although the medical certificate was sent in, and the circumstances explained, he was returned non-efficient.

In my opinion, the present organization does not work so satisfactorily as the one the corps served under originally, viz., £1 per month for privates, and a parade weekly, two at night and two at day per month, with power to inflict fines for absence, the amount of such fine to be at the discretion of the commanding officer.

Under that system the corps was far more efficient, especially in their infantry drill and signalling.

Under present arrangements there is no provision made to empower the commanding officer of the corps to insist on its being practised in night duty on the water, a most necessary part of its duties.

In a corps of this sort (formed I may say from the Electric Telegraph Department of the Colony) I consider that the rules laid down for efficiency require great relaxation.

These members of the corps are liable at any moment to be sent on Government duty in the country for periods varying from one or more months, and, although granted leave from their military duties, are mulcted in the amount due for efficiency, when in reality they are already efficient. One instance I may mention is that of Sergeant Corbett, who was sent to Melbourne in October last by the Government to take charge of the electrical exhibits, &c., shown by the Telegraph Department of New South Wales at the International Exhibition.

Corbett left in October last, since which, up to the end of the year, there were five parades that he could not attend, and of course lost his efficiency for 1880.

If he does not return till close of Exhibition he will be unable to attend the continuous training, which will render him non-efficient for this year also—a loss to him of over £17. It would be a great improvement if parades at night by moon or gas-light for drill-purposes in addition to the present day-light parades were allowed, and the commanding officer to have power to fine absentees from such parades.

The

* See attached list of duties A.

The system of paying once a quarter is unsatisfactory. Monthly payments would be a greater incentive to regular attendance than the present system.

In conclusion, I would suggest that, at any rate for this corps, there should be thirty-five parades per annum, twenty of which should be by day and fifteen by night.

That provision be made to pay monthly.

That in cases of absence with leave, on Government duty, or sickness duly certified to, such absence shall not vitiate the efficiency of such men.

That the regulation which orders that a recruit who has joined in the last quarter of any year, and who possibly has not attended a single parade after he was passed into the ranks, provided he does a course of musketry, receives the same pay for efficiency as the man who has attended every duty during the whole year, requires revision.

E. C. CRACKNELL, Major,
Major Commanding Torpedo and Signalling Corps.

According to the last War Office Manual, the following is a complete list of subjects in which a submarine miner should be thoroughly well trained :—

Rowing.	Drying gun-cotton.
Sculling.	Testing detonators.
General handiness in boats.	Adjusting relays.
Taking soundings.	Connecting circuits with relay.
Use of sextant.	Making up primers for ground mines, buoyant, and electro-contact mines.
Knotting and splicing.	Fitting up test table.
Making grummets.	Daily testing.
Making fenders.	Shutter apparatus.
Bending thimbles to wire ropes.	Testing firing battery.
Signalling with flags and lamps.	Testing charges.
Limelight.	Testing electro-contact mines.
Army and Navy code.	Testing galvanometers.
Morse sound reading.	Finding liquid resistance of batteries.
Telephone.	Use of dynamo-electric exploder.
Crowning cables.	Use of reflecting galvanometer.
Soldering and jointing cores.	Use of condenser.
Splicing cables.	Testing cables.
Laying out, picking up, and grappling cables.	Knowledge of principles of electricity and magnetism.
Loading mines.	Working out electric examples.
Connecting up mines and making water- tight joints.	Working electric light.
Lowering mines into boats.	Mechanical mines.
Laying out mines.	Passive obstructions.
Raising mines.	Improvised apparatus.
Work at junction box.	Engine-driving.
Hydraulic testing.	Diving, submarine mining, and general service.
Making up batteries.	

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

NAVAL COURTS-MARTIAL.

(PRISONERS IN GAOL UNDER SENTENCE FROM.)

Ordered by the Legislative Assembly to be printed, 2 December, 1881.

SYDNEY GAOL.

RETURN of Prisoners confined under Sentence from Court-Martial.

No.	Name.	Date of conviction.	Sentence.	Offence.	Remarks.
		1881.			
1	Richard M'Coppin, Pri. R.M.L.I.	28 Mar.	2 years H.L. and dismissed the Service.	Theft	
2	William Jordan, O.S.....	28 June	2 years H.L.	Stealing wine and beer, and attempting to strike superior officer.	
3	John Davis, A.S.....	16 July	12 months H.L.	Desertion	
4	William Hilton, A.S.....	16 July	2 years H.L.	Contempt to superior officer and disobedience	
5	John Hipplesey, R.M.L.I.	16 July	9 months H.L.	Desertion	
6	Thomas Potter, R.M.L.I.	16 July	2 years H.L.	Drunk and striking superior officer.....	
7	Arthur Cooper, O.S.	16 July	9 cal. months H.L.	Desertion and improperly taking a boat	
8	Frederick Wm. Wells, O.S.	16 July	6 cal. months H.L.	Desertion and improperly taking a boat.....	
9	John Hardine, Ward-room Cook.	16 July	12 cal. months H.L. and dismissed the Service.	Desertion and improperly taking a boat.....	
10	William Williams, O.S....	2 Aug.	6 cal. months H.L.	Contempt to his superior officer (two charges)	
11	Morris Twohey, Pri. R.M. L.I.	2 Aug.	2 years H.L. and dismissed the Service.	Violence against his superior officer and resisting an escort.	
12	John Buckley, A.S.	29 Sept.	90 days H.L.	Desertion	
13	Walter Myers, O.S.	3 Oct.	90 days H.L.	Desertion and remaining absent until apprehended by civil police.	
14	Charles Farr, A.S.	3 Oct.	90 days H.L.	Desertion and remaining absent until apprehended by civil police.	
15	Albert Pikrot, Bandsman	11 Oct.	90 days H.L.	Desertion and remaining absent until apprehended by civil police.	
16	Peter G. H. Williams, Sailmakers' Crew.	15 Oct.	90 days H.L.	Desertion and remaining absent until apprehended by civil police.	
17	James Devine, Ward-room Servant.	17 Oct.	90 days H.L.	Desertion and remaining absent until apprehended by civil police.	
18	William James Smith- white, O.S.	17 Nov.	42 days H.L.	Refusing to obey orders.....	
19	William James Martin, Drummer.	17 Nov.	42 days H.L.	Positively refusing to carry out one day's Admiralty punishment.	
20	Edward Endersty, A.S....	21 Nov.	28 days H.L.	False charge against a corporal, refusing to obey orders, abusive and obscene language.	
21	Edward Davis, Carpenters' Crew.	22 Nov.	28 days H.L.	Drunk on board, and unfit for duty for 8½ hours	
22	Richard Corcoran, A.B....	23 Nov.	28 days H.L.	Stealing a bottle of whiskey.....	
23	Samuel Livesay, A.B.....	26 Nov.	42 days H.L.	Assault, abusive language, and violently resisting escort.	
24	Alfred Ewens, Ship- Steward Assist.	28 Nov.	3 cal. months imprisonment.	Desertion	
25	H. E. T. Yates, Bandsman	28 Nov.	2 years imprisonment and dismissed the Service.	Desertion and perjury	

Maintained in gaol at the expense of the Government of this Colony.

30 November, 1881.

JNO. READ,
Principal Gaoler.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CHARLES AUGUSTUS BLOM CRAWFORD.

(PETITION OF.)

Received by the Legislative Assembly, 15 November, 1881.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.
The Petition of the undersigned, a resident of Sydney,—

HUMBLY SHOWETH :—

That in the year of grace 1874 your Petitioner communicated and made known to the Government two highly valuable discoveries. The communications thus making known the discoveries are dated the 28th June and 25th September respectively of that year.

That the communications thus forwarded to the Government clearly, lucidly, and definitely state what the discoveries were that the Petitioner had made known.

That the Petitioner was induced to adopt this mode of procedure by direct communications for the following reasons :—

- (a) The first-named discovery made known to the Government, under date 28th June, 1874, is an invention "for the protection of ships of war from torpedo attacks," and was expressly intended for conveyance to the British authorities, and for the protection of the whole British Navy.
- (b) It was an invention exclusively for State use in actual warfare.
- (c) It was an invention which required Government aid and appliances, to submit it to a course of experiments for the purpose of testing the validity of the principle as well as the soundness of its (the invention's) arrangements.
- (d) No private citizen, be he ever so wealthy, would have been justified in incurring such heavy expenses involved, attendant on experiments of such a nature and kind, for an idea or invention only to be used by the National Government in emergencies of actual warfare.
- (e) It was an invention eminently befitting the National Government in England to undertake experiments with the Petitioner's invention.

That for the above enumerated reasons, the Petitioner invited Her Majesty's local Government here to become the agency of communicating his discovery to the authorities in England.

That there are evidences, from official and other sources known to the Petitioner, that the said discoveries thus made known to the authorities here have been in particulars or details verily yet surreptitiously abstracted from his (Petitioner's) residence, in the Petitioner's and his wife's absence.

In support of the above belief and full conviction of the Petitioner, the following cardinal evidences, to wit :—

- (1.) That the Petitioner and his wife were the sole occupants residing in the house.
- (2.) That the Petitioner and wife were in the habit of regularly and systematically, at stated hours on nearly every day, leaving the house for three or four hours at a time.
- (3.) That there are fundamental or constitutional evidences unmistakable and distinct, that on divers occasions Petitioner's residence in his absence had been surreptitiously entered into, because it was evident several things had been tampered or disturbed.
- (4.) That there is direct and distinct evidence by Petitioner's wife that on one occasion, in the beginning of the month of July, 1874, she (wife) came home earlier than usual, and quite unexpectedly, and to her surprise found that she could not enter the premises, because of some strange person then being locked inside the house and in full possession of it.
- (5.) There are evidences that on one day in the month of August, 1874, Petitioner came home earlier than was usual, after having stayed from home only about an hour; and in nearing the gate of Petitioner's residence, saw a Government agent coming out, walking fast, from the back of the house, from under the kitchen-shed, where the Petitioner and wife were in the habit of planting the key of the kitchen door, by which door the Petitioner and wife were wont to leave the house.

(6.)

- (6.) There are evidences of Government agents making inquiries of Crawford (the Petitioner) in several places in the neighbourhood.
- (7.) There is evidence of a Government emissary watching in the adjoining yard, waiting opportunities when Crawford and wife had left their residence, and for the purpose of entering Petitioner's domicile.
- (8.) There is evidence by another person who had seen a strange man on Crawford's premises in his absence coming out from the back yard, whence and by which way the Petitioner and wife were in the habit of leaving the house.
- (9.) There is evidence that a Government agent has been watching outside the house, the hour Crawford was in the habit of leaving the house.
- (10.) That further evidences disclose the fact that Government agents were acting in the interest and on behalf of Government.
- (11.) There are direct and distinct statements from persons who resided near by Crawford, and who were in communion and confidence with these Government emissaries, to the effect that Crawford's residence had been entered into and his discoveries robbed.
- (12.) There are direct and distinct statements made by officials in the Government Service to the effect that Crawford's discoveries have been surreptitiously appropriated.
- (13.) There are direct and distinct statements made in the Parliament, by way of spontaneous and virtual acknowledgment, that Government emissaries *have obtained* particulars in a most extraordinary manner of Crawford's invention.
- (14.) That there is direct and corroborative acknowledgment made by Sir John Robertson on 2nd September this year. Crawford called at the Education Department, for the purpose of drawing the attention of Sir John to the statements made by him on 26th May, 1876, in Parliament, and reported in the different journals of the metropolis. Sir John Robertson replied, employing as near as possible the following language—"What's the use of bothering me about it; go to Sir Henry Parkes—he sent the detectives into your house; ask him why he, Sir H., sent them." The just quoted language speaks for itself, and is pregnant with meaning, so that the virtual acknowledgment made by the Government in Parliament on the 26th May, 1876, is thus personally corroborated by Sir John Robertson, and is therefore substantially true (read Parliamentary reports of that date).
- (15.) That there are incidental evidences of a different nature and independent character, yet bearing upon Crawford's discoveries, that have come quite incidentally to Crawford's knowledge, which are convincing proofs (in connection with other evidences) and establish the facts, which will always remain facts—that Crawford's discoveries or inventions as found in his house by Government agents have been forwarded to England.
- (16.) That there are internal evidences in the letters from the Government addressed to the Petitioner Crawford, that the discoveries which found their way to England a few months after Mr. Crawford had announced it here are of *recent date*, and subsequent to Crawford's inventions.
- (17.) That the Petitioner has direct acknowledgment from official source to the effect that Crawford's communications to the Government here, making known his discoveries, had been communicated to the naval authorities.
- (18.) That Mr. Halloran, in May, 1875, made use of the following language in his official room. Addressing Mr. Crawford in a *confidential manner*, Mr. Halloran said, "We know what it is—we know your invention, but the Government will not *wrong* you, at least not the present Ministry—two or three thousand pounds." Here again is a statement by the Principal Secretary, which language is definite in its meaning, namely:—That the Government has acted through their emissaries for the obtainment of Crawford's discoveries.

That the Petitioner now humbly invites your Honorable House to give to the above truthful statements and conscientious facts your honorable consideration.

That furthermore, your Petitioner humbly prays that your Honorable House will grant such relief and extend such redress as your Honorable House in your mature wisdom, consonant with justice, may deem meet.

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

CHARLES AUGUSTUS BLOM CRAWFORD.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POLICE FORCE.

(STRENGTH AND DISTRIBUTION OF, ON 31st OCTOBER, 1881.)

Ordered by the Legislative Assembly to be printed, 30 November, 1881.

RETURN showing the Strength and Distribution of the Police Force on the 31st October, 1881.

DISTRICT.	STATION.	MOUNTED.						FOOT.				
		Super-intendents.	Inspectors.	Sub-Inspectors.	Senior-Sergeants.	Sergeants.	Senior-Constables.	Constables.	Senior-Sergeants.	Sergeants.	Senior-Constables.	Constables.
Metropolitan.	No. 1 Head Station	1	1	...	...	...	...	...	5	5	4	53
	Pyrmont	...	...	...	...	...	...	...	...	...	1	3
	Glebe Island	...	...	...	...	...	...	...	...	...	...	1
	General Post Office.	...	...	...	...	...	...	...	...	...	...	3
	Mint	...	...	...	...	...	...	...	1	...	...	2
	No. 2 Head Station	...	...	1	...	...	...	...	3	2	7	59
	Redfern	...	...	...	...	...	...	...	...	...	1	2
	Waterloo and Alexandria	...	...	...	...	...	...	...	...	1	...	1
	Glebe	...	...	...	...	...	...	...	...	...	1	5
	No. 3 Head Station	...	1	...	...	...	...	...	2	5	6	49
	Watson's Bay	...	...	...	...	...	...	...	...	...	...	1
	Waverley	...	...	...	...	...	...	...	...	...	...	1
	Paddington	...	...	...	...	...	...	...	...	...	1	2
	Botany	...	...	...	...	...	...	...	...	...	...	1
	Double Bay	...	...	...	...	...	...	...	...	...	...	1
	Rushcutters' Bay	...	...	...	...	...	...	...	...	...	...	1
	Randwick & Coogee Bay	...	...	...	...	...	...	...	...	...	1	1
	Woollahra	...	...	...	...	...	...	...	1	...	1	7
	No. 4 Head Station	...	...	1	...	...	...	...	1	5	5	28
	Colonial Secretary's Office	...	...	...	...	...	...	...	...	...	...	3
	Balmain	...	...	...	...	...	...	...	...	1	1	6
	North Shore	...	...	...	...	...	...	...	...	1	1	4
	North Willoughby.	...	...	...	...	...	...	...	...	...	1	1
	Lane Cove	...	...	...	...	...	...	...	...	...	...	1
	Manly Beach	...	...	...	...	...	...	...	...	...	1	1
	Mossman's Bay	...	...	...	...	...	...	...	...	...	...	1
	No. 5 Head Station	...	...	1	...	...	...	...	...	1	2	8
	Cook's River	...	...	...	...	...	...	...	...	...	...	1
	Concord	...	...	...	...	...	...	...	...	1	...	...
	Petersham	...	...	...	...	...	...	...	...	...	...	1
	Leichhardt	...	...	...	...	...	...	...	...	...	...	1
	Camperdown	...	...	...	...	...	...	...	...	...	...	2
	Ashfield	...	...	...	...	...	...	...	...	...	...	1
	Enfield	...	...	...	...	...	...	...	...	...	...	1
	Canterbury	...	...	...	...	...	...	...	...	...	...	1
	Marrickville	...	...	...	...	...	...	...	...	...	...	1
	Burwood	...	...	...	...	...	...	...	...	...	...	1
	Macdonald Town	...	...	...	...	...	...	...	...	...	...	1
	Kogarah	...	...	...	...	...	...	...	...	...	...	1
	Five Dock	...	...	...	...	...	...	...	...	...	...	1
Stanmore	...	...	...	...	...	...	...	...	...	...	1	
Summer Hill	...	...	...	...	...	...	...	...	1	2	16	
Water Police	...	...	1	...	...	...	...	...	...	...	3	
Northern	Armidale	1	...	...	...	...	...	3	...	1	...	
	Bendomeer	...	...	...	...	...	...	1	...	...	...
	Uralla	...	...	...	...	...	1	1	...	...	1	

DISTRICT.	STATION.	MOUNTED.						FOOT.					
		Superintendents.	Inspectors.	Sub-Inspectors.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.	
Northern—continued.	Walcha					1		2					
	M'Donald River							2					
	Ben Lomond							2					
	Tenterfield					1		1				2	
	Wilson's Downfall							1					
	Drake							1					
	Inverell			1				1				2	
	Tingha							1					
	Stannifer							1					
	Bundarra							1					
	Ashford							1					
	Vegetable Creek							1				1	
	Glen Innes					1		2				2	
	Grafton				1			1		1		4	
	Do. South							1					
	Umarra							1					
	Lawrence								1				
	Rocky Mouth										1		
	Chatsworth Island								1				
	Palmer's Island											1	
	Clarence Heads											1	
	Casino							1				1	
	Lismore							1				1	
	Woodburn							1					
	Wardell								1				
	Ballina										1		
	Tweed							1					
	Lionsville								1				
	Dalmorton								1				
	Blick's River							1					
	Copmanhurst								1				
	Southern	Goulburn	1			1			3	2	1	1	6
		Marulan							1				
	Bungonia							1					
	Tarago							1					
	Collector							1					
	Crookwell							1					
	Wheeo							1					
	Tuana							1					
	Binda							1					
	Taralga							1					
	Yass			1				2			1	2	
	Gunning							1					
	Binalong							1					
	Burrows				1			1					
	Frogmore							1					
	Dryburgh							1					
	Gundaroo							1					
	Dalton							1					
	Pudman's Creek							1					
	Young			1				1				4	
	Marengo							1					
	Morangarell							1					
	Murrumburrah							1					
	Wombat							1					
	Cootamundra					1		2				1	
	Temora			*1				2			1	8	
	Bethungra							1					
	Braidwood			1				2				2	
	Mongarlowne							1					
	Campbell's Springs							1					
	Major's Creek							1					
	Araluen							1				1	
	Morruya					1		1				1	
	Montreal							1					
	Bateman's Bay							1					
	Nelligen							1					
	Bungendore							1					
	Queanbeyan				1			1				2	
	Cooma	1						1				3	
	Micalago							1					
	Nimitybelle							1					
	Buckley's Crossing							2					
	Seymour							1					
	Kiandra							1					
	Bombala				1			1				1	
	Delegate							1					
	Candelo							1					
	Bega							1				1	
	Panbula							1				1	
	Merimbula							1				1	
	Eden							1					
Eastern.....	Depôt	1						1					
	Parramatta							2	1			7	
	Rookwood							1				1	
	Ryde							1					
	Hunter's Hill							1				1	
	Windsor				1			1				2	

* Acting Sub-Inspector.

DISTRICT.	STATION.	MOUNTED.							FOOT.				
		Super-intendents.	Inspectors.	Sub-Inspectors.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.	
Eastern — continued.	Richmond .....	...	...	...	...	...	1	...	...	...	...	1
	Rouse Hill .....	...	...	...	...	...	...	...	...	...	...	1
	Wilberforce .....	...	...	...	...	...	...	1	...	...	...	...
	St. Alban's .....	...	...	...	...	...	...	1	...	...	...	...
	Penrith .....	...	...	...	...	1	...	1	...	...	...	1
	St. Mary's .....	...	...	...	...	...	...	...	...	...	...	1
	Emu Plains .....	...	...	...	...	...	...	...	...	...	...	1
	Springwood .....	...	...	...	...	...	...	...	...	...	...	1
	Liverpool .....	...	...	...	...	...	...	1	...	...	...	1
	Smithfield .....	...	...	...	...	...	...	1	...	...	...	...
	Campbelltown .....	...	...	...	...	...	...	1	...	...	1	1
	Appin .....	...	...	...	...	...	...	1	...	...	...	...
	Camden .....	...	...	...	...	1	...	1	...	...	...	1
	Picton .....	...	...	...	...	...	...	1	...	...	...	...
	Berrima .....	...	...	...	1	...	...	...	...	...	...	1
	Mittagong .....	...	...	...	...	...	...	1	...	...	...	...
	Moss Vale .....	...	...	...	...	...	...	1	...	...	...	1
	Robertson .....	...	...	...	...	...	...	1	...	...	...	...
	Wollongong .....	...	...	...	1	...	...	1	...	...	1	2
	Dapto .....	...	...	...	...	...	...	1	...	...	...	...
	Bulli .....	...	...	...	...	...	1	...	...	...	...	1
	Kiama .....	...	...	...	1	...	...	1	...	...	...	...
	Shellharbour .....	...	...	...	...	...	...	...	...	...	...	1
	Jamberoo .....	...	...	...	...	...	...	...	...	...	...	1
	Gerringong .....	...	...	...	...	...	...	...	...	...	...	1
	Nowra .....	...	...	...	...	1	...	...	...	...	...	...
	Terrara .....	...	...	...	...	...	...	1	...	...	...	...
	Broughton Creek .....	...	...	...	...	...	...	1	...	...	...	...
	Milton .....	...	...	...	...	...	...	1	...	...	...	...
	Western	Bathurst	1	1	2	3	1	...	1	7
		Milltown	1
		Kelso	1
		Oberon	1	1
Hartley .....		...	...	...	...	...	1	1	...	...	...	...
Rockley .....		...	...	...	...	...	1	1	...	...	...	...
Wyagdon .....		...	...	...	...	...	1	1	...	...	...	...
O'Connell .....		...	...	...	...	...	1	1	...	...	...	...
Trunkley .....		...	...	...	...	...	1	1	...	...	...	...
Rydal .....		...	...	...	...	...	1	1	...	...	...	...
Lithgow .....		...	...	...	1	...	1	1	...	...	...	1
Wallerawang .....		...	...	...	...	...	1	1	1	...	...	...
Sofala .....		...	...	...	...	...	1	1	1	...	...	...
Hill End .....		...	...	...	...	...	1	1	1	...	...	1
Tambaroora .....		...	...	...	...	...	...	...	...	...	...	1
Orange .....		...	...	1	...	...	1	2	...	...	1	5
Stony Creek .....		...	...	...	...	...	1	1	1	...	...	...
Molong .....		...	...	...	...	1	...	1	...	...	...	1
Toogong .....		...	...	...	...	...	1	1	...	...	...	...
Cowra .....		...	...	...	...	1	...	1	...	...	...	1
Blayney .....		...	...	...	...	...	1	1	...	...	...	...
Carcoar .....		...	...	...	1	...	...	1	...	...	...	1
Canowindra .....		...	...	...	...	...	...	1	...	...	...	...
Cudal .....		...	...	...	...	...	...	1	...	...	...	...
Mudgee .....		...	...	1	...	1	...	2	...	...	1	3
Gulgong .....		...	...	...	...	...	...	2	...	1	...	1
Home Rule .....		...	...	...	...	...	...	1	...	...	...	...
Talbragar .....		...	...	...	...	...	1	1	...	...	...	...
Coolah .....		...	...	...	...	...	1	1	...	...	...	...
Mundooran .....		...	...	...	...	...	1	1	...	...	...	...
Rylstone .....		...	...	...	...	1	...	1	...	...	...	1
Ilford .....		...	...	...	...	...	1	1	...	...	...	...
Hargraves .....		...	...	...	...	...	1	1	...	...	...	...
Windeyer .....		...	...	...	...	...	...	1	...	...	...	1
Wollar .....		...	...	...	...	...	...	2	...	...	...	...
Forbes .....		...	...	1	...	...	1	2	...	...	1	3
Condobolin .....		...	...	...	...	...	1	1	...	...	...	1
Eugowra .....		...	...	...	...	...	...	1	...	...	...	...
Parkes .....		...	...	...	...	...	1	1	...	...	...	2
Grenfell .....		...	...	...	...	1	...	1	...	...	...	2
Marsden .....		...	...	...	...	...	1	1	...	...	...	...
Wollongough .....		...	...	...	...	...	...	1	...	...	...	...
Bourke .....		...	...	1	...	...	1	2	...	...	...	1
Brewarrina .....		...	...	...	...	...	1	1	...	...	...	1
Gongolgan .....		...	...	...	...	...	...	1	...	...	...	...
Cobar .....		...	...	...	...	...	1	1	...	...	...	2
Louth .....		...	...	...	...	...	1	1	...	...	...	...
Eringonia .....		...	...	...	...	...	1	1	...	...	...	...
Wanaaring .....		...	...	...	...	...	1	1	...	...	...	...
Nymagee .....	...	...	...	...	...	1	1	...	...	...	...
Dubbo .....	...	...	1	...	1	...	2	...	...	...	5	
Wellington .....	...	...	...	...	1	...	1	...	...	...	2	
Obley .....	...	...	...	...	...	1	1	...	...	...	...
Dandaloo .....	...	...	...	...	...	1	1	...	...	...	...
Timburchongie .....	...	...	...	...	...	1	1	...	...	...	...
Warren .....	...	...	...	...	...	1	1	...	...	...	1	
Canonbar .....	...	...	...	...	...	1	1	...	...	...	...
Coonamble .....	...	...	...	...	1	...	1	...	...	...	2	
Quambone .....	...	...	...	...	...	1	1	...	...	...	...
Curban .....	...	...	...	...	...	...	2	...	...	...	...

DISTRICT.	STATION.	MOUNTED.							FOOT.			
		Super-intendents.	Inspectors.	Sub-Inspectors.	Senior Ser-geants.	Ser-geants.	Senior Con-stables.	Con-stables.	Senior Ser-geants.	Ser-geants.	Senior Con-stables.	Con-stables.
North-eastern	West Maitland	1	...	...	2	...	...	2	...	...	2	9
	Branxton .....	...	...	...	...	...	...	...	...	...	...	1
	Lochinvar .....	...	...	...	...	...	...	...	...	...	...	1
	Greta .....	...	...	...	...	...	...	...	...	...	...	1
	Cessnock .....	...	...	...	...	...	...	1	...	...	...	...
	East Maitland .....	...	...	...	...	1	...	1	...	...	...	3
	Mount Vincent .....	...	...	...	...	...	...	1	...	...	...	...
	Cooranbong .....	...	...	...	...	...	...	1	...	...	...	...
	Largs .....	...	...	...	...	...	...	...	...	...	...	1
	Morpeth .....	...	...	...	...	...	...	...	...	1	...	2
	Hinton .....	...	...	...	...	...	...	...	...	...	...	1
	Paterson .....	...	...	...	...	1	...	1	...	...	...	...
	Gresford .....	...	...	...	...	...	...	1	...	...	...	...
	Raymond Terrace...	...	...	...	...	...	...	1	...	...	...	1
	Clarence Town .....	...	...	...	...	...	...	1	...	...	...	...
	Dungog .....	...	...	...	...	...	...	1	...	...	...	1
	Stroud .....	...	...	...	...	...	...	...	...	...	1	...
	Gloucester .....	...	...	...	...	...	...	1	...	...	...	...
	Copeland .....	...	...	...	1	...	...	2	...	...	...	...
	Rainbow .....	...	...	...	...	...	...	...	...	...	...	1
	Bullah Delah .....	...	...	...	...	...	...	1	...	...	...	...
	Bungwall Flat .....	...	...	...	...	...	...	1	...	...	...	...
	Tea Gardens .....	...	...	...	...	...	...	1	...	...	...	...
	Forster .....	...	...	...	...	...	...	1	...	...	...	...
	Newcastle .....	...	...	1	...	...	...	1	1	1	3	20
	Hamilton .....	...	...	...	...	...	...	...	...	...	...	1
	Waratah .....	...	...	...	...	...	...	...	...	...	...	1
	Bullock Island .....	...	...	...	...	...	...	...	...	...	...	1
	Lambton .....	...	...	...	...	1	...	...	...	...	...	1
	New Lambton .....	...	...	...	...	...	...	...	...	...	...	1
	Wallsend .....	...	...	...	...	...	...	...	...	...	1	1
	Stockton .....	...	...	...	...	...	...	...	...	...	...	1
	Wickham .....	...	...	...	...	...	...	...	...	...	...	1
	Tighe's Hill .....	...	...	...	...	...	...	...	...	...	...	1
	Minmi .....	...	...	...	...	...	...	...	...	...	...	1
	Gosford .....	...	...	...	...	...	1	1	...	...	...	...
	Wollombi .....	...	...	...	...	...	1	1	...	...	...	...
	Howe's Valley .....	...	...	...	...	...	...	1	...	...	...	...
	Singleton .....	...	...	...	1	...	...	2	...	...	...	3
	Broke .....	...	...	...	...	...	...	1	...	...	...	...
	Jerry's Plains .....	...	...	...	...	...	...	1	...	...	...	...
	Muswellbrook .....	...	...	...	...	1	...	1	...	...	...	2
	Denman .....	...	...	...	...	...	...	1	...	...	...	...
	Merriwa .....	...	...	...	...	1	...	1	...	...	...	1
	Kerrabee .....	...	...	...	...	...	...	1	...	...	...	...
	Cassilis .....	...	...	...	...	...	1	1	...	...	...	1
	Scone .....	...	...	...	...	1	...	1	...	...	...	1
	Kempsey .....	...	...	1	...	...	...	1	...	1	...	2
	Fredericktown .....	...	...	...	...	...	...	...	...	...	...	1
	Gladstone .....	...	...	...	...	...	...	1	...	...	...	...
Nambuccra .....	...	...	...	...	...	1	...	...	...	...	...
Taree .....	...	...	...	...	1	...	1	...	...	...	...
Cundletown .....	...	...	...	...	...	...	...	...	...	...	...
Tinonee .....	...	...	...	...	...	...	1	...	...	...	...
Wingham .....	...	...	...	...	...	...	1	...	...	...	...
Port Macquarie .....	...	...	...	...	...	1	...	...	...	1	...	
Camden Haven .....	...	...	...	...	...	...	1	...	...	...	...
North-western	Boat Harbour .....	...	...	...	...	...	1	...	...	...	...
Tamworth	1	...	...	...	...	...	1	3	1	1	1	2
Do South...	...	...	...	...	...	...	...	...	...	...	...	1
Murrurundi .....	...	...	...	...	1	...	1	...	...	...	...	1
Blackville .....	...	...	...	...	...	1	1	...	...	...	...	...
Gunnedah .....	...	...	1	...	1	...	3	...	...	...	...	2
Breeza .....	...	...	...	...	...	...	1	...	...	...	...	...
Barraba .....	...	...	...	...	...	...	1	...	...	...	...	...
Manilla .....	...	...	...	...	...	...	1	...	...	...	...	...
Wallabadah .....	...	...	...	...	...	...	1	...	...	...	...	...
Nundle .....	...	...	...	1	...	...	1	...	...	...	...	1
Quirindi .....	...	...	...	...	...	...	1	...	...	...	...	...
Currabubula .....	...	...	...	...	...	...	1	...	...	...	...	...
Somerton .....	...	...	...	...	...	...	1	...	...	...	...	...
Moonbi .....	...	...	...	...	...	...	1	...	...	...	...	...
Namoi	Narrabri	1	...	...	1	...	2	...	1	...	...	3
Boggabri .....	...	...	...	...	...	...	1	2	...	...	...	...
Tambar Springs...	...	...	...	...	...	...	2	...	...	...	...	...
Wee Waa .....	...	...	...	...	...	...	1	1	...	...	...	...
Pilliga .....	...	...	...	...	...	...	1	1	...	...	...	...
Walgett .....	...	...	1	...	...	...	2	...	...	...	...	2
Goodooga .....	...	...	...	...	...	...	1	1	...	...	...	...
Mogil Mogil .....	...	...	...	...	...	...	1	1	...	...	...	...
Meroe .....	...	...	...	...	...	...	1	1	...	...	...	...
Bingera .....	...	...	...	...	1	...	1	1	...	...	...	1
Warialda .....	...	...	...	1	...	...	1	1	...	...	...	1
Yetman .....	...	...	...	...	...	...	2	...	...	...	...	...
Coonabarabran .....	...	...	...	...	1	...	1	2	...	...	...	1
Baradine .....	...	...	...	...	...	...	2	...	...	...	...	...
Boggabilla .....	...	...	...	...	...	...	2	...	...	...	...	...
Moree .....	...	...	...	...	1	...	1	...	...	...	...	...

DISTRICT.	STATION.	MOUNTED.						FOOT.					
		Super-intendents.	Inspectors.	Sub-Inspectors.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.	Senior Sergeants.	Sergeants.	Senior Constables.	Constables.	
South-western	Deniliquin	1	...	...	1	...	...	4	...	1	...	6
	Mathoura .....	...	...	...	...	...	...	1	...	...	...	1
	Moama .....	...	...	...	...	...	...	1	...	...	...	1
	Jerilderie .....	...	...	...	...	...	...	2	...	...	...	...
	Tocumwal .....	...	...	...	...	...	...	1	...	...	...	...
	Hay .....	...	...	1	...	...	1	1	...	...	...	3
	Darlington Point .....	...	...	...	...	...	1	1	...	...	...	...
	Maude .....	...	...	...	...	...	...	1	...	...	...	...
	Mossgiel .....	...	...	...	...	...	1	1	...	...	...	...
	Booligal .....	...	...	...	...	...	1	...	...	...	...	...
	Hillston .....	...	...	...	...	...	...	1	...	...	...	...
	Euabalong .....	...	...	...	...	...	...	1	...	...	...	...
	Lake Cudgellico .....	...	...	...	...	...	...	1	...	...	...	...
	Gilgunnia .....	...	...	...	...	...	1	1	...	...	...	...
	Wentworth .....	...	...	...	1	...	...	1	...	...	...	2
	Pooncarie .....	...	...	...	...	...	...	2	...	...	...	...
	Salt Creek .....	...	...	...	...	...	...	1	...	...	...	...
	Euston .....	...	...	...	...	...	...	1	...	...	...	1
	Balranald .....	...	...	...	...	1	...	...	...	...	...	1
	Clare .....	...	...	...	...	...	1	1	...	...	...	...
	Moulamein .....	...	...	...	...	...	...	2	...	...	...	2
	Wilcannia .....	...	...	...	...	1	...	2	...	...	...	2
	Milperinka and Granite	Menindie .....	...	...	...	...	...	6	...	...	...	...
	Mount Gipps .....	...	...	...	...	...	1	1	...	...	...	...
	Murray	Albury	1	...	...	...	1	4	1	...	1	7
		Germanton .....	...	...	...	...	...	1	...	...	...	1
		Walbundrie .....	...	...	...	...	...	1	...	...	...	1
Corowa .....		...	...	...	...	...	1	...	...	...	1	
Howlong .....		...	...	...	...	...	1	...	...	...	1	
Mulwala .....		...	...	...	...	...	1	...	...	...	1	
Tumberumba .....		...	...	...	...	...	1	...	...	...	1	
Greg Greg .....		...	...	...	...	...	1	...	...	...	...
Geogery .....		...	...	...	...	...	1	...	...	...	...
Gundagai .....		...	...	...	1	...	...	2	...	...	1	2
Tumut .....		...	...	...	1	1	...	1	...	...	1	1
Adelong .....		...	...	...	...	1	...	1	...	...	1	1
Shepherds' Town .....		...	...	...	...	...	...	...	...	...	1	1
Reedy Flat .....		...	...	...	...	...	...	1	...	...	...	...
Jugiong .....		...	...	...	...	...	1	...	...	...	...	...
Wagga Wagga .....		...	...	1	...	...	...	3	...	...	1	7
Junee .....		...	...	...	...	...	1	1	...	...	...	1
Urana .....		...	...	...	...	...	1	1	...	...	...	1
Narrandera .....		...	...	...	...	...	1	1	...	...	...	1
Tarcutta .....		...	...	...	...	...	...	1	...	...	...	...
Kyamba .....	...	...	...	...	...	...	1	...	...	...	...
Hanging Rock .....	...	...	...	...	...	...	1	...	...	...	...
Quarries .....	...	...	...	...	...	...	1	...	...	...	...
DEPÔT, BELMORE BARRACKS.													
Constables in course of instruction, under orders for transfer, &c. ....		...	...	...	*3	...	3	18	†1	1	1	15
Gold Escort Conductors .....		...	...	...	1	...	...	...	...	...	...	...
Orderlies to His Excellency the Governor .....		...	...	...	1	...	1	2	...	...	...	...
DETECTIVE BRANCH.													
Sub-inspector in charge of Detectives .....		...	...	1	...	...	...	...	...	...	...	...
First-class Detectives		5	...	...	...	...	...	...	...	...	...	...
Second-class do.		3	...	...	...	...	...	...	...	...	...	...
Third-class do.		3	...	...	...	...	...	...	...	...	...	...
TOTAL		11	8	4	22	24	37	129	307	22	35	61	540
Total of all grades										1,200.			

* One Sergeant-major and Drill Instructor. † Storekeeper.

Police Department,
Inspector General's Office,
Sydney.

EDMUND FOSBERY,
Inspector General of Police.

Sydney: Thomas Richards, Government Printer.—1881.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

POLICE QUARTERS AT WOODBURN.

(CORRESPONDENCE, &c.)

Ordered by the Legislative Assembly to be printed, 11 August, 1881.

RETURN to an Order of the Honorable the Legislative Assembly of New South Wales, dated 5th April, 1881, That there be laid upon the Table of this House,—

“Copies of all petitions, correspondence, and reports relative to the erection of Police Quarters in the Government township of Woodburn, for which the sum of £2,000 was voted by Parliament in 1879.”

(Mr. Fawcett.)

SCHEDULE.

No.	PAGE.
1. T. Bawden, Esq., M.P., to The Colonial Secretary, submitting petition from residents of Richmond River, praying that Woodburn may be appointed a place for holding Courts of Petty Sessions, with minute thereon. 15 June, 1876.	3
2. Inspector-General of Police to the Under Secretary, Colonial Secretary's Department, recommending establishment of Police Station and Petty Sessions at Woodburn, with minutes thereon 20 July, 1876.	3
3. Same to same recommending appropriation of site for Police Buildings. 20 July, 1876.	3
4. Minute of Executive Council appointing Woodburn a place for holding Courts of Petty Sessions. 12 August, 1876.	4
5. The Under Secretary, Colonial Secretary's Department, to the Under Secretary for Lands, intimating approval to the appropriation of sec. 16 in the village of Woodburn as a site for Police buildings. 24 July, 1876.	4
6. The Under Secretary of Justice to Police Magistrate, Lismore, in reference to the holding of regular Courts at Woodburn. 28 August, 1876.	4
7. Same to Inspector General of Police, respecting appointment of Police acting Clerk of Petty Sessions. 28 August, 1876.	4
8. Same to T. Bawden, Esq., M.P., calling attention to appointment of Woodburn as a place of Petty Sessions &c. 28 August, 1876.	4
9. Police Magistrate, Lismore, to Under Secretary of Justice, &c., respecting arrangements for holding regular Courts at Woodburn, with minutes thereon. 7 September, 1876.	5
10. T. Bawden, Esq., M.P., to the Under Secretary, Colonial Secretary's Department, enclosing letter from Mr. Gollan, J.P., in reference to the holding of Courts at Woodburn, with minutes thereon. 16 September, 1876.	5
11. The Under Secretary, Colonial Secretary's Department, to Mr. Bawden, M.P., intimating that his letter had been brought under the notice of the Minister of Justice, &c. 19 September, 1876.	5
12. The Under Secretary of Justice, &c., to Police Magistrate, Lismore, instructing him to visit the Bench at Woodburn when required. 23 September, 1876.	5
13. Same to Bench of Magistrates, Woodburn, intimating that the Police Magistrate, Lismore, had been intructed to visit that Court. 23 September, 1876.	5
14. Same to Inspector General of Police. 23 September, 1876.	6
15. Same to T. Bawden, Esq., M.P., to same effect. 23 September, 1876.	6
16. The Under Secretary for Lands to the Under Secretary, Colonial Secretary's Department, notifying appropriation of land as a site for Police buildings at Woodburn, with minutes thereon. 24 March, 1877.	6
17. T. Bawden, Esq., M.P., to the Minister for Works, forwarding petition for erection of Court-house and Police Barracks at Woodburn, with minutes thereon. 5 April, 1877.	5
18. Same to same, forwarding letter from Mr. John Lang, Richmond River, complaining of delay in erection of Police Building at Woodburn, with minute thereon. 4 September, 1877.	7
19. Inspector General of Police to the Under Secretary, Colonial Secretary's Department, reporting as to erection of Police buildings at Woodburn, with minutes thereon. 14 September, 1877.	7

No.	PAGE.
20. Telegram from Mr. Gollan, Lismore, to Inspector General of Police, respecting erection of Police Buildings at Woodburn, with minute thereon. 21 May, 1878	7
21. Inspector General of Police to the Under Secretary, Colonial Secretary's Department, recommending acceptance of Mr. Gollan's offer to erect Police buildings at Woodburn, with minutes thereon. 26 April, 1878.....	7
22. The Under Secretary, Colonial Secretary's Department, to the Under Secretary for Finance and Trade, intimating the acceptance of an offer made by Mr. Gollan to erect at Woodburn a cottage for use as a Police Station. 3 June, 1878.....	8
23. Same to Inspector General of Police, approving of Mr. Gollan's offer. 3 June, 1878.....	8
24. Mr. C. Jackson to Minister for Works, protesting, on behalf of the inhabitants of Woodburn, against rental by Government of buildings for police purposes, with minutes thereon. 11 June, 1878.....	8
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POLICE QUARTERS AT WOODBURN.

No. 1.

T. Bawden, Esq., M.P., to The Colonial Secretary.

Sir,

Grafton, 15 June, 1876.

I do myself the honor to transmit herewith a Petition, signed by 103 residents of the Richmond River, praying that Woodburn may be appointed a place for holding Courts of Petty Sessions, and a Police station established there.

Requesting that the prayer of the Petition may receive your early and most favourable consideration.

I have, &c.,

T. BAWDEN.

[Petition referred to.]

To the Honorable The Colonial Secretary, New South Wales,—

The humble petition of the undersigned Sugar-mill Proprietors, Storekeepers, Farmers, and other residents of the town of Woodburn and surrounding districts, Richmond River, New South Wales, humbly sheweth:—

That great inconvenience is experienced by your petitioners on account of the great distance we have to travel to attend to the Courts; the distance to Ballina is about thirty (30) miles, that being the Court assigned to this district, and Lismore Court is distant twenty (20) miles, without any roads to either of the above places, and suitors are placed at great trouble and expense and much loss of time in having to attend the Courts at such a distance.

That the district is growing into importance daily, there being already three sugar-mills established and at work in the district; there are also six stores, and that with the property of the farmer are exposed to great danger for the want of police protection.

That only recently a case of incendiarism has occurred in this district and no clue as to the perpetrators has been discovered on account of no constable being stationed in the neighbourhood.

That as the principal industry of the farmer here is the growth of sugar-cane, and which is of such a flammable nature that it will ignite by night as well as by day, much anxiety is felt for fear of a repetition of the late case of incendiarism.

That, as Woodburn is so centrally situated between Ballina and Lismore, the establishment of a Court of Petty Sessions and Police station here would confer a great benefit upon your petitioners.

Therefore, your petitioners humbly pray that you will be pleased to take the present premises into your most favourable consideration, and cause a Court of Petty Sessions and Police station to be established in the town of Woodburn; and your Petitioners as, in duty bound, will ever pray.

[Here follow signatures.]

Immediate—The Inspector General for report, B.C., 19 June, 1876.—H.H.

No. 2.

The Inspector General of Police to The Principal Under Secretary.

Sir,

Inspector General's Office, Sydney, 20 July, 1876.

Superintendent Orridge reports that he has recently visited the Richmond River, passing through Woodburn. He recommends that a Police station should be at once formed at that place, and that a Court of Petty Sessions should be established there.

Judging from the report I concur in the recommendation, and shall be prepared to send a constable who will be competent to act as Clerk of Petty Sessions.

Fortunately we shall be able to rent a small cottage with the use of a grass paddock for 7s. per week.

In a separate communication I have applied for the reservation of a suitable site for a station, lock-up, and Court-room.

I suggest reference to Department of Justice as regards Petty Sessions.

EDMUND FOSBERY,

Inspector General of Police.

Approved—so far as the police station is concerned. I apprehend that the establishment of a Court of Petty Sessions will require the concurrence of my honourable colleague the Minister of Justice.—JOHN R., 29/7/76. Yes, that was intended.—31/7/76. The Under Secretary of Justice, B.C., 31/7/76.—H.H. Prepare minute.—J.D., 10 Aug., 1876. Minute, 12/8/76.

No. 3.

The Inspector General of Police to The Principal Under Secretary.

Sir,

Inspector General's Office, Sydney, 20 July, 1876.

I have the honor to recommend that the Honorable the Minister for Lands may be moved to appropriate section 16, in the Village of Woodburn, as a site for Police buildings.

I have, &c.,

EDMUND FOSBERY,

Inspector General of Police.

Application may be made for the required site to the Minister for Lands.—22/7/76. Letter to Under Secretary for Lands, 24th July, 1876.

No. 4.

No. 4.

Minute of Executive Council.

Department of Justice and Public Instruction, Sydney, 12 August, 1876.

I RECOMMEND that Woodburn, within the Police District of Richmond, be appointed a place of holding Courts of Petty Sessions, under the Act of the Colonial Legislature, 3rd Will. IV, No. 3.

JOSEPH DOCKER.

The Executive Council advise that Woodburn, Police District of Richmond, be appointed a place for holding Courts of Petty Sessions.—ALEX. C. BUDGE, Clerk of the Council. Minute 76/39, 14/8/76. Confirmed, 21/8/76. Approved.—H.R., 14/8/76. P.M., Lismore, Mr. Bawden, M.P., Inspector General of Police, and Gazette, 28/8/76.

No. 5.

The Principal Under Secretary to The Under Secretary for Lands.

Sir,

Colonial Secretary's Office, Sydney, 24 July, 1876.

In transmitting to you the accompanying copy of a letter [see No. 3 *ante*] that has been received from the Inspector General of Police, I am directed to state, for the information of the Secretary for Lands, that the Colonial Secretary approves of the application therein made for the appropriation of section 16, in the village of Woodburn, as a site for Police buildings.

I have, &c.,

HENRY HALLORAN.

No. 6.

The Under Secretary of Justice, &c., to The Police Magistrate, Lismore.

Sir,

Department of Justice and Public Instruction, Sydney, 28 August, 1876.

I am directed by the Minister of Justice and Public Instruction to invite your attention to a notification appearing in the *Government Gazette* of 29th instant, appointing Woodburn a place for holding Courts of Petty Sessions, and to request that you will have the goodness to suggest what arrangements would be most convenient to secure the attendance of a regular Bench at Woodburn, and how often, in your opinion, Courts should be held, having regard to public convenience.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 7.

The Under Secretary of Justice, &c., to The Inspector General of Police.

Sir,

Department of Justice and Public Instruction, Sydney, 28 August, 1876.

Referring to your memo. of 20th ult., to the Principal Under Secretary, reporting upon petition praying establishment of Courts of Petty Sessions at Woodburn, I am directed by the Minister of Justice and Public Instruction to invite your attention to a notification appearing in the *Government Gazette* of 29th inst., appointing Woodburn a place for holding Petty Sessions.

I am to request that you will have the goodness to suggest the most suitable arrangements for holding Petty Sessions at above place, and submit the name of some member of the Police Force for appointment as Acting Clerk of Petty Sessions there.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 8.

The Under Secretary of Justice, &c., to T. Bawden, Esq., M.P.

Sir,

Department of Justice and Public Instruction, Sydney, 28 August, 1876.

Referring to your letter of 15th June last to the Colonial Secretary's Department, forwarding petition, praying establishment of Courts of Petty Sessions at Woodburn, I am directed by the Minister of Justice and Public Instruction to invite your attention to a notification appearing in the *Government Gazette* of 29th inst., appointing Woodburn a place for holding Petty Sessions.

I am to add that the necessary steps are being taken for the appointment of an Acting Clerk of Petty Sessions at that place.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 9.

The Police Magistrate, Lismore, to The Under Secretary of Justice, &c.

Sir,

Richmond River District, Lismore, 7 September, 1876.

I have the honor to acknowledge the receipt of your letter of the 28th ultimo, respecting the establishment of a Court of Petty Sessions at Woodburn in this district, and in reply beg to state that there is only one magistrate resident there, and that there is at present no one in the neighbourhood whom it would appear to be desirable to appoint. As, however, Woodburn is only distant from Lismore 20 miles by land, and 60 by water, I shall have no difficulty in attending occasionally when more than one magistrate is required to dispose of the business.

With

With reference to the times of holding Courts, I am of opinion that they cannot be held at greater intervals than four weeks without risk in many cases of a denial of justice, as complainants in the Police, and suitors in the small Debts Courts, cannot proceed at any other Bench than the nearest, no matter what the intervals are between the sittings.

I have, &c.,

H. S. ELLIOTT,
Police Magistrate.

Approved. Mr. Elliott to attend when required by the Bench.—J.D., 21st September, 1876.
Inform accordingly.—22/9/76.

Bench, Woodburn, P.M., Lismore, I. G. Police, and Mr. Bawden, M.P., 23/9/76.

No. 10.

T. Bawden, Esq., M.P., to The Principal Under Secretary.

Sir,

Grafton, 16 September, 1876.

Referring to your letter intimating that a Court of Petty Sessions had been established at Woodburn, Richmond River, and requesting information as to the most suitable time for holding such Courts, &c., I do myself the honor to state that upon receipt of that letter I immediately sent it on to Mr. W. Gollan, J.P., of Woodburn, from whom I have just received the accompanying reply.

I might suggest a reference of the matter to Mr. Elliott, P.M., at Casino, in whose district Woodburn is situate. In the dearth of magistrates it might be desirable to so arrange, that for a time at least, Mr. Elliott might visit Woodburn when occasion requires.

I have &c.,

T. BAWDEN.

[Enclosure referred to.]

Mr. W. Gollan to T. Bawden, Esq., M.P.

Dear Sir,

Woodburn, Richmond River, 12 September, 1876.

I am in receipt of your letter in reference to a Court at Woodburn, and how to secure a regular attendance of a Bench of Magistrates.

As I am the only one on the Commission of the Peace in this locality, and as there would be no certainty of magistrates attending from the other parts, I would suggest that two or three gentlemen here should be appointed magistrates, viz., Alexander Meston, of Ullmarra, Clarence River, Alfred Poolman, of Woodburn, and I think a Court held once a month would be quite sufficient for the present.

I suppose the Government will supply the necessary books, forms, &c., which will be required for the use of the court.

I have, &c.,

W. GOLLAN.

Any former papers. None here.—18/9/76. The Under Secretary of Justice, &c., B.C., 18th September, 1876.—H.H. Inform Mr. Bawden.—19/9/76.

No. 11.

The Principal Under Secretary to T. Bawden, Esq., M.P.

Sir,

Colonial Secretary's Office, Sydney, 19 September, 1876.

I am directed by the Colonial Secretary to acknowledge the receipt of your letter of the 16th instant, respecting the time for holding Courts of Petty Sessions at Woodburn, and to inform you that same has been brought under the notice of the Minister of Justice and Public Instruction, to whom the matter properly belongs.

I have, &c.,

HENRY HALLORAN.

No. 12.

The Under Secretary of Justice, &c., to The Police Magistrate, Lismore.

Sir,

Department of Justice and Public Instruction, Sydney, 23 September, 1876.

In reply to your letter of 7th instant, I am directed by the Minister of Justice and Public Instruction to inform you that he approves of your visiting the Court of Petty Sessions at Woodburn upon requisition from the local Bench, for which you will be allowed the usual travelling expenses of 25s. per day when necessarily engaged upon public duty, vouchers for which to be forwarded to this Department.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 13.

The Under Secretary of Justice, &c., to The Bench of Magistrates, Woodburn.

Gentlemen,

Department of Justice and Public Instruction, Sydney, 23 September, 1876.

I am directed by the Minister of Justice and Public Instruction to inform you that the Police Magistrate for the Richmond River has been instructed to visit the Court of Petty Sessions at Woodburn upon requisition from you that his presence is necessary at that place in the interests of the public, of which Mr. Elliott has been duly apprised.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 14.

The Under Secretary of Justice, &c., to The Inspector General of Police.

Sir, Department of Justice and Public Instruction, Sydney, 23 September, 1876.
Referring to my letter of 28th ultimo, I am directed by the Minister of Justice and Public Instruction to inform you that he approves of the Police Magistrate for the Richmond River visiting the Courts of Petty Sessions at Woodburn upon requisition from the local Bench, for which he will be allowed the usual travelling allowance of 25s. per day when necessarily engaged upon public duty.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

No. 15.

The Under Secretary of Justice, &c., to T. Bawden, Esq., M.P.

Sir, Department of Justice and Public Instruction, Sydney, 23 September, 1876.
Referring to your letter of 16th instant, to the Colonial Secretary's Department, respecting the holding of Courts of Petty Sessions at Woodburn, I am directed by the Minister of Justice and Public Instruction to inform you that the Police Magistrate for the Richmond has been instructed to visit Woodburn upon requisition from the local Bench that his services are required, of which Mr. Elliott has been duly apprised.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

No. 16.

The Under Secretary for Lands to The Principal Under Secretary.

Sir, Department of Lands, Sydney, 24 March, 1877.
In reference to your letter of the 24th July last, transmitting an application from the Inspector General of Police for the appropriation of section 16, in the village of Woodburn, as a site for Police buildings, I am directed to inform you that, under a report obtained from the Surveyor General on the subject, it appears that the section in question contains (10) ten half-acre allotments, which is considered in excess of the area necessary for the purpose mentioned.

I am, however, directed to inform you that the Honorable the Minister for Lands has approved of allotments 1, 2; and 3, situated within the section referred to, being appropriated for Police buildings.

I have, &c.,
W. W. STEPHEN.

The Inspector General of Police, B.C., 3rd April, 1877.—H.H. To be returned. Noted and returned.—EDMUND FOSBERY, I.G.P., B.C., 3/4/77.

No. 17.

T. Bawden, Esq., M.P., to The Secretary for Public Works.

Sir, Grafton, 5 April, 1877.
I do myself the honor to transmit herewith a petition signed by 100 inhabitants of Woodburn and neighbourhood, Richmond River, praying that provision may be made upon the ensuing Estimates for the erection of a Court-house and Police Barracks in the Government township of Woodburn.

Requesting that the subject may receive your early and most favorable consideration,

I have, &c.,
T. BAWDEN.

[Petition referred to.]

To the Honorable the Minister for Works, Sydney,—

The petition of the undersigned inhabitants of Woodburn and surrounding district, Richmond River, humbly sheweth:—

That a Court of Petty Sessions was established at Woodburn and police stationed there some time ago.

That your petitioners believe no steps have been taken towards the erection of a Court-house or Police residence at the said place.

That the Court is being held at present in a private room, and the constable residing on private property; hence your petitioners consider it would be both desirable and a public benefit were a Court-house and Police Barracks erected in the Government township of Woodburn.

Your petitioners therefore humbly pray that you will take these premises into favourable consideration and cause a sum of money to be placed upon the next ensuing Estimates for the erection of a Court-house and Police Barracks in the Government township of Woodburn. And your petitioners, as in duty bound, will ever pray.

[Here follow signatures.]

Minutes on No. 17.

Principal Under Secretary, to whom this letter ought to have been addressed.—J.R., B.C., 10/4/77. For former papers, 11/4/77. The Under Secretary of Justice, &c., with reference to previous papers.—H.H., B.C., 12 April, 1877. The Secretary for Works.—F.B.S., 7 May, 1877. The Under Secretary for Public Works.—W.E.P., B.C., 7 May, 1877. Perhaps the Colonial Architect knows something of this.—J.R., B.C., 9/5/77. I do not know anything of this matter.—J.B., 14/5/77. Under Secretary of Justice, &c.—J.R., B.C., 17/5/77. The Inspector General of Police may perhaps be in a position to obtain information respecting necessity for erection of Court-house at Woodburn.—F.B.S., 21 May, 1877. The Inspector General of Police.—W. E. PLUNKETT, B.C., 21 May, 1877. I think it necessary that a Court-house

Court-house and Police Station should be erected at Woodburn; buildings similar to those at Rockley would in my opinion provide sufficient accommodation, though perhaps the residents may not think so.—EDMUND FOSBERY, I.G.P., 23 May, 1877. B.C., the Under Secretary, Department of Justice, &c. Approved.—F.B.S., 31 May, 1877. *Vide* approval on Mr. Fosbery's suggestion herein.—The Under Secretary for Works, B.C., 2 June, 1877.—W.E.P. Colonial Architect.—J.R., B.C., 7/6/77.

No. 18.

T. Bawden, Esq., M.P., to The Secretary for Public Works.

Sir,

Grafton, 4 September, 1877.

I do myself the honor to transmit herewith a letter from Mr. John Lang, of Woodburn, Richmond River, complaining of the delay in complying with the prayer of a petition sent in some time since relative to a Court-house, &c., at Woodburn.

Requesting the favour of your early consideration of this question and decision thereon,

I have, &c.,

[Enclosure.]

T. BAWDEN.

Mr. J. Lang to T. Bawden, Esq., Grafton, Clarence River.

Sir,

Woodburn, 31 August, 1877.

Some time ago the inhabitants about Woodburn petitioned the Government for a sum of money to be placed on the Estimates for the erection of a Court-house and police residence on the Government township of Woodburn, and we notice several additional estimates have been passed but nothing said regarding the above object. Now it would seem that since the establishment of a public-house in this part of the district the matter of a Court-house and lock-up becomes every day more urgent, although the Court is held at present in one of Mr. Gollan's private rooms, and the policeman resides on his property also. There is no lock-up, neither would it be desirable to have such on private property, as it would be unjust, and much against the interest of those who have already laid out their money on the Government township; and it cannot be said the present place is more convenient to the public, as it is right opposite, only the river between. Would you therefore have the goodness to bring this matter before the proper parties again at your earliest convenience, and oblige,

Sir, &c.,

JOHN LANG.

Colonial Architect, B.C., 7/9/77.—J.R.

No. 19.

The Inspector General of Police to The Principal Under Secretary.

Sir,

Inspector General's Office, Sydney, 14 September, 1877.

In submitting the attached copy of a report received from Superintendent Orridge respecting police accommodation at Woodburn, I have the honor to recommend that the Public Works Department may be moved to cause police buildings to be erected at that place, to contain a room sufficiently large for holding Courts, two cells, and two living rooms, with a detached kitchen.

I have, &c.,

EDMUND FOSBERY.

[Report referred to.]

Superintendent Orridge to The Inspector General of Police.

Sir,

Police Department, Armidale Station, 11 September, 1877.

I have the honor to report that the constable stationed at Woodburn, on the Richmond River, is living in a very poor and out-of-the-way cottage (the only one procurable), for which 7s. rent per week is being paid; and the Court of Petty Sessions is held at the store of a local magistrate, Mr. Gollan.

Allotments 1, 2, and 3 of section 16, village of Woodburn, have been appropriated for police buildings, and I beg to recommend that a Court-house and lock-up, similar to that at Maclean, on the Clarence River, should be built there, the accommodation being Court-room, two rooms for the constable, two cells, detached kitchen, and double-pit closet; the buildings to be of wood, proof against the white ant.

As stone for foundations is very scarce they might be placed on blocks.

It will also be necessary to have the reserve cleared of scrub, with which it is densely covered.

I have, &c.,

J. W. ORRIDGE,

Superintendent, Northern District.

The report of the Colonial Architect is desirable.—15/9/77. The Under Secretary for Public Works, B.C., 15/9/77.—H.H. Colonial Architect, B.C., 17/9/77.—J.R. The cost of a suitable building will be about £2,000.—J.B., 26 November, 1877. Principal Under Secretary, B.C., 29/11/77.—J.R. Are funds available?—H.H., B.C., 3/12/77. May be approved, subject to funds being voted, 3/12/77. Approved.—J.R., 4/12/77. The Under Secretary for Public Works, B.C., 4/12/77.—H.H. Colonial Architect, B.C., 6/12/77.—J.R.

No. 20.

Telegram from Mr. W. Gollan to Inspector General of Police.

Lismore, 21 May, 1878.

WILL I proceed with erection of police station, Woodburn—timber ready—men employed waiting? If it will be taken, I will proceed at once—awaiting reply.

Referred to the Principal Under Secretary in connection with my letter of the 26th ultimo. No. 78/316. See copy herewith.—EDMUND FOSBERY, I.G.P. B.C., 22 May, 1878.

No. 21.

The Inspector General of Police to The Principal Under Secretary.

Sir,

Office of Inspector General of Police, Sydney, 26 April, 1878.

With reference to the accommodation for Police and Petty Sessions at Woodburn on the Richmond River, I have the honor to state that a small cottage is now rented in an unsuitable position, and that prisoners have to be chained to a tree in the absence of any other means for their safe custody.

The

The Government township is on the opposite side of the river to where the principal village now is, and the reserve is a dense scrub. I do not think therefore that it would be advisable for the Government to erect a building, but as timber is cheap and plentiful, a magistrate there, Mr. W. Gollan, will put up a suitable cottage, with hardwood cell and court-room, 24 x 14, and let it to the Government for £52 per annum. There are usually some objections to such a course, but in this instance I recommend it as the most advantageous arrangement, and as Mr. Gollan asks for a prompt reply, I beg to request instructions as early as possible. The rental would be chargeable between the Department of Justice and Police.

I have, &c.,

EDMUND FOSBERY, I.G.P.

Submitted for decision. The original application has been mislaid. 1st June, 1878. Approved.—1/6/78. Inform U.S. Finance and I.G.P., 3/6/78.

No. 22.

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

Sir,

Colonial Secretary's Office, Sydney, 3 June, 1878.

I am directed by the Colonial Secretary to state, for the information of the Colonial Treasurer, that the Inspector General of Police has been authorised to accept an offer made by Mr. W. Gollan, J.P., to erect at Woodburn a cottage with hardwood cell and court-room attached for use as a police station, for a rental of £52 per annum.

I have, &c.,

M. R. ALLAN.

No. 23.

The Principal Under Secretary to The Inspector General of Police.

Sir,

Colonial Secretary's Office, Sydney, 3 June, 1878.

Referring to your letter of the 26th April last, I am directed to inform you that in accordance with the recommendations therein made the Colonial Secretary approves of your accepting the offer of Mr. W. Gollan, J.P., to erect at Woodburn a cottage with hardwood cell and court-room attached, for a rental of £52 per annum.

I have, &c.,

M. R. ALLAN.

No. 24.

Mr. C. Jackson to The Secretary for Public Works.

Dear Sir,

Woodburn, June 11, 1878.

Having just received a letter from T. Bawden, Esq., stating a temporary Petty Sessions accommodation was being erected upon private land with a view of renting same to Government,—

As the above piece of news created a burst of indignation and petitions are being signed by nearly all in and around Woodburn in protest against the rental by Government of the building, when a proper site is reserved on the plan of township for that special purpose, we would therefore request you will try your best not to allow the building to get far ahead for a week or ten days until you hear from the 200 or more residents of Woodburn and district.

Yours, &c.,

C. JACKSON,

For some 200 or more residents of Woodburn.

Colonial Architect, for report, B.C., 19/6/78—J.R. There has been no previous reference made to me respecting this matter. The Police Magistrate however has called upon me recently; he states the building has been erected, and is in every way suitable for the purposes intended; he also states that the Government Reserve is on the opposite side of the river, its locality is objectionable, besides being liable to floods.—J.B., 23 July, 1878. The Under Secretary for Justice, B.C., 25 July 1878.—J.R. Mr. Jackson may be informed in terms of the Colonial Architect's report.—J.L., 10 August, 1878. Mr. Jackson, 13/8/78.

No. 25.

The Under Secretary for Lands to The Principal Under Secretary.

Sir,

Department of Lands, Sydney, 29 June, 1878.

Adverting to my letter of the 24th March, 1877, informing you that the Secretary for Lands had approved of the appropriation of allotments 1, 2, and 3. of section 16 for police purposes, I am now directed to forward herewith a tracing* showing the said land.

I have, &c.,

W. W. STEPHEN.

Inform the Inspector General of Police—3rd.

* Not printed, as site subsequently altered, about 2 acres in section 12 being substituted, 1st July, 1879.

No. 26.

The Principal Under Secretary to The Inspector General of Police.

Sir, Colonial Secretary's Office, Sydney, 4 July, 1878.
 Referring to the blank cover communication from this office of the 3rd April, 1877, respecting the appropriation of certain land in the village of Woodburn as a site for police buildings, I am now directed by the Colonial Secretary to transmit to you herewith a tracing, which has been received from the Under Secretary for Lands, showing the land appropriated for the purpose.

I have, &c.,
 M. R. ALLAN.

No. 27.

Mr. C. Jackson to The Secretary for Public Works.

Dear Sir, Woodburn, 4 July, 1878.
 I herewith beg to hand you, on behalf of the residents of Woodburn and district, a petition respecting Court-house and Petty Sessions accommodation.

Trusting the same will reach you safely,
 I remain, &c.,
 C. JACKSON.

[Petition referred to.]

To the Honorable the Minister for Public Works, Sydney,—

The petition of the undersigned residents in Woodburn and surrounding districts, humbly sheweth:—

- 1st. That ground was reserved in the village of Woodburn on which to erect Police barracks, Court-house, and other necessary Government buildings some time ago.
 - 2nd. That your petitioners are informed the Government now intends to rent private buildings for said purposes upon the opposite side of the river, thus inducing settlement on private ground in opposition to and in competition with the Government township, thereby causing a corresponding check to its progress and occupation.
 - 3rd. That such a course of action is very detrimental to the Government township, being calculated to deteriorate the value of property in it and is likely to act prejudicially on the sale of the portion yet to be sold, by diverting speculation and capital to the opposite bank of the river.
 - 4th. That your petitioners believe it to be very bad economy to hire buildings for Government purposes on private ground while the ground reserved for that purpose remains uncleared, as six months rent of the private building would suffice to put the Government ground in order to receive those buildings, and as this must be done soon the money expended in rent appears to be wasted.
 - 5th. That your petitioners consider it is not good policy to hold Courts in private houses or to locate the police on private property, as it may in the latter case lead to familiarity and consequent influence and obligation.
- Your petitioners therefore humbly pray that you will take these premises into favourable consideration and cause the necessary steps to be taken towards the immediate erection of the required buildings for Police barracks and a Court-house upon the ground reserved for that special purpose in the Government township of Woodburn.
- And your petitioners, as in duty bound, will ever pray, &c.

(Here follow 110 signatures.)

Perhaps the Colonial Secretary knows something of this matter.—J.S., 10/7/78. The Principal Under Secretary, B.C., 12 July, 1878.—J.R. Inspector General.—M.F., 15/7/78. The Inspector General of Police.—M.R.A., B.C., 16/7/78.

No. 28.

The Inspector General of Police to The Principal Under Secretary.

Inspector General's Office, Sydney 13 August, 1878.
 THE larger portion of the population is now located on the side of the river where the constable is stationed, and the principal part of his duty has to be performed on that side.

I am informed that the site selected in the Government township is subject to flood. I therefore suggest that the Government surveyor be instructed to report upon another site before it is considered whether a large sum (probably £1,200 or more) should be provided for building a Court-house, lock-up, &c.

EDMUND FOSBERY,
 I.G.P.

Approved.—M.F., 14/8/78. Letter to U. S. Lands, 15 Aug., 1878.

No. 29.

The Under Secretary of Justice, &c., to Mr. C. Jackson.

Sir, Department of Justice and Public Instruction, Sydney, 13 August, 1878.
 With reference to your letter of 11th June last, protesting on behalf of some of the inhabitants of Woodburn against a building now in course of erection being rented for Petty Sessions purposes at that place, I am directed by the Minister of Justice and Public Instruction to inform you that this Department has been furnished with a report, setting forth that the building in question has been erected and is in every way suitable for the purpose intended; also, that the Government reserve is on the opposite side of the river, its locality is objectionable, besides being liable to floods.

I have, &c.,
 W. E. PLUNKETT,
 Under Secretary.

No. 30.

The Principal Under Secretary to The Under Secretary for Lands.

Sir, Colonial Secretary's Office, Sydney, 15 August, 1878.

Referring to your letter of the 29th June last, I am directed by the Colonial Secretary to enclose a copy of a blank cover communication from the Inspector General of Police (see No. 28 *ante*), in which it is stated that the portion of land at Woodburn which has been appropriated as a site for Police buildings is subject to flood, and to request that you will invite the Secretary for Lands to have the goodness to cause the District Surveyor to be instructed to report upon another site for the buildings.

I have, &c.,
M. R. ALLAN.

No. 31.

T. Bawden, Esq., M.P., to The Minister of Justice, &c.

Sir, Grafton, 4 September, 1878.

I do myself the honor to transmit herewith a letter from Mr. C. Jackson, of Woodburn, Richmond River, relative to the choice of site for Court-house at that place.

I have, &c.,
T. BAWDEN.

[Enclosure.]

Mr. C. Jackson to The Minister of Justice, &c.

Dear Sir,

Referring to your letter of 13th instant (No. 78/6890), will you kindly inform me, on behalf of the residents of Woodburn, why the locality chosen as reserve for Court-house is objectionable, it being situated in the township as laid out by Government surveyors and partly sold in allotments, and persons purchasing allotments adjoining it (last week) at prices over £60 per acre relied entirely upon the surveyors judgment in choosing the best position for same. With regard to its liability to floods, I may add, both sides of the river are equally alike in that respect.

I do not like to worry you respecting this matter, but we certainly cannot understand the Court-house being upon private land, encouraging a township in opposition to the Government one. It is acting prejudicially already against the value of allotments still to be put up for sale.

Awaiting your reply,

I remain, &c.,
C. JACKSON.

The Inspector General of Police may perhaps be in a position to obtain some further information upon the subject of this communication and the attached papers.—J.L., 14 September, 1878. The Inspector General of Police, B.C., 17 September, 1878.—W. E. PLUNKETT. Mr. Bawden informed, 19/9/78.

No. 32.

The Inspector General of Police to The Under Secretary of Justice, &c.

THE reserve is in a dense scrub, and the principal business and population are on the side of the river where the station is situated, in rented premises.

When provision is voted for Government buildings they should probably be erected on the township reserve.

B.C., 21 Sept., 1878.

EDMUND FOSBERY I.G.P.

Inform Mr. Bawden, M.P., and request report from the Lands Department on subject of Mr. Jackson's letter.—J.L., 28 September, 1878. Mr. Bawden, M.P., 1/10/78. The Under Secretary for Lands, B.C., 4 Oct., 1878.—W. E. PLUNKETT. To be returned. Referred to Survey Office for report.—J.D.D. Urgent.—Mr. PEYTON, 9/10/78. Mr. Donovan,—Will you please state on what point a report is required.—S.P., 26 Oct., '78. Can it be stated whether there is any land reserved for Court-house at Woodburn?—7/11/78. Mr. Donovan,—There is no reserve for Court-house at Woodburn shown on the map, but allotments 1, 2, and 3 of section No. 16 have been measured and approved as a site for Police buildings (*vide* plan W5. 2039).—S.P., 17 January, 1879. The Under Secretary of Justice and Public Instruction. B.C., 17 Feb., 1879.—J.S.F. (*pro* W.S.)

No. 33.

Minute of The Minister of Justice, &c.

Will any of the land referred to above be available for purposes of Court-house at Woodburn.—F.B.S., 19 Feb., 1879. The Inspector General of Police, B.C., 20 Feb., 1879.—W. E. PLUNKETT.

Certainly, there would be ample room for a Court-house.—EDMUND FOSBERY, I.G.P. The Under Secretary of Justice, &c., B.C., 24/2/79. Inform accordingly.—F.B.S., 7 April, 1879. Mr. Bawden, M.P., 8/4/79.

No. 34.

The Under Secretary of Justice, &c., to T. Bawden, Esq., M.P.

Sir, Department of Justice and Public Instruction, Sydney, 19 September, 1878.

I am directed by the Minister of Justice and Public Instruction to acknowledge the receipt of your letter of the 4th instant, enclosing letter from Mr. C. Jackson, in reference to Court-house site at Woodburn, and to inform you that due inquiry is being made upon the subject.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

No. 35.

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No. 35.

The Under Secretary of Justice to T. Bawden, Esq., M.P.

Sir, Department of Justice and Public Instruction, Sydney, 1 October, 1878.

Referring to my letter of 19th ultimo, on the subject of communication from Mr. C. Jackson, of Woodburn, Richmond River, relative to the choice of site for Court-house at that place, I am directed by the Minister of Justice and Public Instruction to state that from inquiries made in the matter it appears that the reserve is in a dense scrub, and the principal business and population are on the side of the river where the Police station is situated, and it has been intimated that when provision is made for Government buildings they should probably be erected on the township reserve.

I am to add that Mr. Jackson's communication has been referred to the Lands Department for further report.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

No. 36.

T. Bawden, Esq., M.P., to The Minister of Justice, &c.

Sir, Sydney, 29 October, 1878.

I do myself the honor to transmit herewith a letter from Mr. C. Jackson, of Woodburn, dated 14th October, 1878, in reply to your letter 78/8276.

To the contents of Mr. Jackson's letter I would desire to invite your especial attention, and also request that you will please submit that portion of it which refers to matters under other departments to your colleagues having charge of such departments.

I have, &c.,
T. BAWDEN.

[Enclosure referred to.]

C. Jackson to T. Bawden, Esq., M.P.

Dear Sir,

Exchange Store, Woodburn, Richmond River, 14 October, 1878.

In reply to your letter from the Minister of Justice and Public Instruction, No. 78/8276, I beg to say Woodburn must have been widely misrepresented to him. Instead of the principal places of business and otherwise being upon the opposite side of the river, the facts are quite to the contrary; for instance, by far the largest store and decidedly the handsomest building on the river is upon the Government township. We have also the Public School, English Church, Scotch Church, together with nearly forty inhabitants residing now on the township proper; and if Government did their duty by us we would have the Court-house, post and telegraph office also upon this side. The other side of river can only boast of one small store and public-house, exclusive of the temporary building used as Court-house, which was petitioned against by some hundreds of residents but no notice taken of it.

I myself have no property in Woodburn, neither would I purchase any under the present existing state of affairs. I certainly censure the Government for not helping a township forward when there is some £100,000 of land still for sale, and if they are so blind to their own interests as to allow another man to form a township upon private land, costing literally nothing (compared to price Government land is fetching, i.e., from £50 to £60 an acre in the township), when they have so large an issue at stake,—well as far as I am concerned they are quite welcome to do so; I only write thinking they know nothing about us, and are not thoroughly acquainted with facts.

As another instance of private influence I may mention Mr. Gollan's brother has been appointed to work the Government punt opposite his own door, to the exclusion of another man, who has had charge of and done his duty faithfully for six months past, putting Government servants and others across the river free of charge.

If all districts are worked as this one is, Mr. Farnell may well have occasion to say the Government is living beyond its income, and largely upon the capital of the country.

I am sorry to have been of so much trouble to you, and for the future will leave the Government to act as they please, for I find they will have their own way even against their interest.

I have, &c.,
C. JACKSON.

Acknowledged, 1 November, '78. Forwarded for the information of my hon. colleague, the Secretary for Lands, the necessary extracts having been sent to the Post Office and Works Departments.—J.L., 21 November, 1878. The Under Secretary for Lands, B.C., 23 November, 1878.—W. E. PLUNKETT.

No. 37.

Mr. R. Rogers to The Colonial Secretary.

Sir, Woodburn, Richmond River, 12 November, 1878.

I do myself the honor, being a resident of Woodburn, and having seen that £2,000 were placed on the Estimates for the erection of a Court-house and police quarters in the village of Woodburn, and cannot conceive how such a matter was brought about, as there is at present a Court-house and police quarters at Woodburn which is all that is required at present, and to erect public buildings in the village of Woodburn would be waste of Government money for the following reasons:—

The Inspector General of Police having visited Woodburn about nine months ago, and as the Court business was carried on in a private room kindly granted by Mr. W. Gollan, saw the necessity of having proper buildings at once erected, and requested Mr. W. Gollan to erect same, and that they would be taken at a rental by the Government, at which Mr. W. Gollan built suitable premises for that purpose and which are now used as a Court-house, and which give the inhabitants of this district every satisfaction.

As soon as the building was commenced a Mr. Lang and a Mr. Jackson got up a hole and corner petition and took it round the district for signature. A great many of the inhabitants of Woodburn never saw such petition, which was taken to outlying districts for signatures, these persons having no interest whatever in the matter.

That Mr. Lang and Mr. Jackson being the only inhabitants of the village of Woodburn, and the place instead of being inhabited is only standing scrub, and the land likewise being low and subject to any ordinary flood, makes it quite unsuitable for Government buildings to be erected on.

The present Court-house is most suitable, and will be for a number of years to come, as the whole of the business of Woodburn is on the north side of the river and people would be put great inconvenience in having to cross the river should the proposed buildings be erected; therefore the Government should consider well before granting the proposed sum as it will only be a waste of public money.

Hoping

Hoping that you will take the matter into your serious consideration and cause further inquiries to be made to the police authorities as to the suitability of the present place.

The Police Magistrate, H. S. Elliott, Esq., will be able to give valuable information upon the matter.

I have, &c.

ROBERT ROGERS.

For report of the Inspector General of Police.—M.F., 19/11/78. B.C., 19/11/78. To be returned.—M.R.A.

No. 38.

The Inspector General of Police to The Principal Under Secretary.

THE present buildings will meet all requirements for some time to come, though I informed Mr. Gollan that the Government tenancy would be of uncertain duration.

I did not apply for the sum of £2,000 to be placed on the Estimates, indeed I consider such an expenditure in a small village would not be justifiable. Mr. Bawden, M.P., spoke to me on the subject and I understood that he intended to make some representations to the Government.

When it is considered necessary to erect Government buildings they should be placed at the Government township if equally convenient to the public as the present site, and if an eligible allotment can be obtained, which has yet to be reported upon by the Land Department.

EDMUND FOSBERY, I.G.P., 19/11/78.

I do not see the authority for putting any amount on the Estimates.—M.F., 21/11/78. There are no papers here on which the money was authorised to be placed, as has been done, on the Estimates for 1878. Perhaps the authority was given on papers now quoted—77/3134. 21/11/78. Let this statement be seen by the Secretary for Works, who directed the amount to be placed on the Estimates.—M.F., 22/11/78.—The Under Secretary for Public Works.—M.R.A., B.C., 25/11/78. To be returned. Colonial Architect, B.C., 26/11/78.—J.R. The amount was in the first instance submitted for Estimates, 1878, in accordance with approval on P.W., 77/4827 herewith.—J.B. 29 Nov., 1878.

Police Buildings at Woodburn.

This matter was noted for additional Estimates, but the sum was not included in printed lists submitted. Place on Estimates.—J.S., 22/7/78. Colonial Architect, B.C., 22 July, 78.—J.R. The Principal Under Secretary, B.C., 22/11/78.—J.R. To be returned for Estimates.

No. 39.

Mr. E. Keats to Sir John Robertson.

Sir,

Woodburn, Richmond River, 16 November, 1878.

I do myself the honor, being a resident of Woodburn, and having seen that £2,000 are placed on the Estimates for the erection of a Court-house, &c., in the village of Woodburn, cannot comprehend how the matter was brought about, as there is at present a Court-house and Police station at Woodburn, which is all that is required for the present, and to erect public buildings in the village of Woodburn would be a waste of money for the following reasons:—

About nine months ago the Inspector General of Police visited this district, and found that the court business was carried on in a private room, kindly lent by Mr. W. Gollan, and saw the necessity of having proper buildings erected, requesting Mr. W. Gollan at the same time to erect same, and that they would be taken at a rental by the Government; whereupon Mr. W. Gollan built suitable premises for the purpose, and which are now used as a Court-house and Police station, and gives to the majority of the inhabitants of this district every satisfaction.

Shortly after the buildings were commenced a Mr. Lang and a Mr. Jackson got up a hole and corner petition, took it round for signatures, which a great many of the inhabitants of Woodburn never saw, and then carried it to outlying districts to persons for signature, who had no interest whatever in the matter.

That Messrs. Jackson and Lang being the only inhabitants of the village Woodburn, which place instead of being inhabited is standing scrub, and the land being low is subject to any ordinary flood going over it, which makes it quite unsuitable for Government buildings to be erected on.

The present Court-house is most suitable, and will be for a number of years to come; also the whole of the business of Woodburn is carried on on the north side, and should the proposed buildings be erected it would cause the inhabitants much inconvenience in having to cross the river; therefore the Government should consider well before granting the proposed sum, as it would only be a waste of public money.

Hoping you will take into your serious consideration, and cause further inquiries to be made to the police authorities as to the suitability of the present premises, and the Police Magistrate, H. S. Elliott, Esq., would no doubt if asked be able to give valuable information upon the matter.

I have, &c.,

EBENEZER KEATS.

• The Under Secretary to the Colonial Secretary,—Please submit this letter to Mr. Fitzpatrick; and at a convenient time furnish me with information to enable me to reply.—JOHN R., 26th November, 1878.

Works, 28 November.—M.F. The Under Secretary for Public Works, with reference to former papers, B.C., 28/11/78.—M.R.A. To be returned. Colonial Architect, B.C., 5/12/78.—J.R.

PUBLIC WORKS AND BUILDINGS.

Estimates, 1879.

FOR the erection of police buildings at Woodburn, £2,000.—This was included in my draft Estimates, for 1878, but it did not appear in the printed copy. The Inspector General of Police has recommended the erection of these buildings, and that a room sufficiently large for holding courts be included. The sum named is the estimated cost of the work, and the Minister for Works has directed that it be placed on Estimates, P.W., 78/3449.

Colonial Architect's Office, Sydney, 23rd August, 1878. Voted, 20th May, 1879. Colonial Architect, B.C., 23/5/79.—G.H. Objections having been raised to the erection of these buildings, I forward herewith the papers relating thereto, and await further instructions.—J.B., 14 Nov., 1879.

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No. 40.

The Under Secretary of Justice, &c., to T. Bawden, Esq., M.P.

Sir, Department of Justice and Public Instruction, Sydney, 8 April, 1879.

Referring to my letter of the 1st of October last, respecting site for Court-house at Woodburn, Richmond River, I am directed by the Minister of Justice and Public Instruction to state, for your information, that under report which has been received upon the subject, it appears that allotments 1, 2, and 3 of section No. 16 have been measured, and approved as a site for police buildings, and that a portion of this land will be available for Court-house purposes at Woodburn.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

No. 41.

T. Bawden, Esq., M.P., to The Under Secretary for Public Works.

Sir, Grafton, 13 November, 1879.

I do myself the honor to forward herewith a letter from Mr. John Lang, of Woodburn, dated 8 November, 1879, with reference to the money voted for Court-house and Police Quarters, &c., at Woodburn.

I shall be glad if you will please inform me when tenders are likely to be invited for these works, and what is the cause of delay.

I have, &c.,
T. BAWDEN.

[Enclosure.]

Mr. J. Lang to T. Bawden, Esq., M.P.

Sir, Woodburn, 8 November, 1879.

Some time ago I noticed that the sum of £2,000 was granted for Police barracks and Court-house at Woodburn. Will you kindly inform me when the Government intend expending the money, as the present state of affairs are not satisfactory, the Court-house and Police Quarters being on private property, and against the interests of the Government township.

I have, &c.,
JOHN LANG.

Acknowledged, 7/11/79.

Colonial Architect, B.C., 17/11/79.—G.H.

The Under Secretary for Public Works, with reference to my B.C. minute of 14 November last, on P.W. 79/2792 herewith, asking for instructions, which appears to have been overlooked.—J.B., 27 January, 1880. The Principal Under Secretary, B.C., 29 January, 1880.—G.H.

No. 42.

Mr. H. Dawson to The Secretary for Public Works.

Sir, Woodburn, Richmond River, 22 November, 1879.

Will you kindly inform me when tenders will be called for the erection of Court-house and police quarters in the township of Woodburn, Richmond River. Many are asking the same question through our honorable Member, Mr. Bawden. I am aware that he has written to a friend of mine, Mr. Charles Jackson, stating that the said tenders would be called for on the 1st day of November instant. Now this is the twenty-second (22nd), and yet it is not done. Now, honorable sir, I consider this delay is extremely vexatious. The Government lay out this township and realise a high price for the allotments sold, the purchasers expending heavy amounts in various ways to improve the same, expecting and feeling assured the Government would go on with the buildings as above-mentioned, and in the township laid out by them, the land for the same being, I believe, definitely chosen. Again, speaking for myself and others particularly and immediately interested, we are much disappointed at the action of the Government, who, by the way, are encouraging a private individual to build on his own estate, and they rent from him. Now this is not justice to us, under the circumstances, which you must candidly admit. As I have already stated, they have the land for the purpose, and the erection of these buildings would give the township an ornament, and would enhance the value of all properties in and around the same. This monopoly by any private individual is not in accord with the spirit of fair play, and is an extravagant lavishness of the public money on the part of the Government, on to whom we can lay the charges for the violation of our rights and privileges. I should like (as well as my fellow-townsmen) to know, and trust the grievances referred to will be seen into and immediately abated, and give us as promised the buildings as referred to, and on the sites as we were told they were chosen. Your immediate attention to the matters referred to is sincerely and respectfully requested.

I have, &c.,
HENRY DAWSON.

Colonial Architect, B.C., 1/12/79.—G.H.

No. 43.

T. Bawden, Esq., M.P., to The Under Secretary for Public Works.

Sir, Grafton, 26 December, 1879.

I do myself the honor to forward herewith a telegram from Mr. C. Jackson, of Woodburn, relative to the erection of Court-house at that place.

I shall be glad if you would kindly inform me what is being done in this matter, and urge forward the calling for tenders with as little delay as possible.

Requesting the favour of an early reply,

I have, &c.,
T. BAWDEN.

[Enclosure.]

[Enclosure.]

Telegram from C. Jackson to T. Bawden, Esq., M.P.

December 23, 1879.

KINDLY do all you possibly can for our Court-house. Money being expended, we are all very anxious about it. Reply.

Acknowledged, 31/12/79. Colonial Architect, B.C., 31/12/79.—G.H. See P.W. 79-6468, herewith.—J.B., 27 January, 1880.

No. 44.

T. Bawden, Esq., M.P., to The Under Secretary for Public Works.

Sir,

Grafton, 29 December, 1879.

I do myself the honor to forward herewith a letter addressed to myself, dated 26th December, 1879, from Mr. H. Dawson, of Kilgin, Woodburn, Richmond River. The letter speaks for itself.

Requesting the favour of an early reply,

I have, &c.,

T. BAWDEN.

[Enclosure.]

Mr. H. Dawson to T. Bawden, Esq., M.P.

Sir,

Kilgin, Richmond River, 26 December, 1879.

I shall esteem it a favour by your kindly inquiring of the Honorable the Minister for Works why a certain letter written by me to him, bearing date November 22nd, 1879, has not up to this moment been acknowledged. Your earliest attention to this matter will much oblige

Yours, &c.,

HENRY DAWSON.

P.S.—I have herewith enclosed copy of said letter. Your perusal of same kindly requested, and further ask of you to agitate the matter to a satisfactory termination.—H.D.

Acknowledge and forward to the Colonial Architect for report, B.C., 2/1/80.—G.H. Acknowledged, 2/1/80. See P.W., 79-6,468 herewith, 27th January, 1880.—J.B.

No. 45.

T. Bawden, Esq., M.P., to The Under Secretary for Public Works.

Sir,

Grafton, 8 January, 1880.

Referring to previous correspondence respecting the vote for erection of Court-house, &c., at Woodburn, and to which no reply has yet been received, I do myself the honor to enclose a telegram from Mr. Jackson of that place, to the contents of which I desire to call your especial attention, and to request that you will forward me an early reply upon the subject.

The money has now been voted some time, and certainly some action should be taken to proceed with the work or a reason given for the delay, in reply to so many and urgent inquiries upon the subject.

Requesting your early and favourable attention,

I have, &c.,

T. BAWDEN

[Enclosure.]

Telegram from Mr. C. Jackson, to T. Bawden, Esq., M.P.

January 7, 1880.

KINDLY give me some information respecting Court-house; people are worrying me; they demand the money voted being expended immediately as a right.

Colonial Architect, for report.—G.H., B.C., 13/1/80. Urgent. See P.W. 79/6,468. 27 January, 80.—J.B.

No. 46.

T. Bawden, Esq., M.P., to The Under Secretary for Public Works.

Sir,

Grafton, 24 January, 1880.

I do myself the honor to forward herewith a letter from Mr. John Watt, of Woodburn, asking when the tenders will be invited for the Court-house at that place.

Requesting that you will give me a definite reply on this subject,

I have, &c.,

THOS. BAWDEN.

[Enclosure.]

Mr. J. Watt to T. Bawden, Esq., M.P.

Dear Sir,

Woodburn, 6 January, 1880.

Can you kindly inform me when the tenders will be called for Court and police quarters in the township of Woodburn. I have been anxiously looking for same. Before I go to much expense on my property I must see the Government fulfil their promises; there are many gone to heavy expense through the Government promising those buildings. It seems the township of Woodburn is only a dupe on the part of the Government to get people to purchase land at a high figure—then they are left in the lurch; for the Government are encouraging a private party to form a township on his conditional purchase in opposition to the Government township. I ask our Honorable Minister for Public Works is this justice.

I remain, &c.,

JOHN WATT.

Acknowledged, 29/1/80.

Colonial Architect, B.C., 27 January, 1880.—G.H.

No. 47.

Mr. H. Dawson to The Secretary for Public Works.

Sir,

Woodburn, Richmond River, February 2, 1880.

I am requested by the residents of the township of Woodburn to kindly ask you is it the intention of the Government to fulfil their promise respecting Court-house and Police quarters in the township of Woodburn, or is it the intention of the Government to lead us astray in laying out this township and selling

selling land at a high figure, telling the public that it was your intention to erect a Court-house and Police quarters in said township. You must own that you have broken faith with us in promising us those buildings and not fulfilling your promise when the money was voted for same. It was on the faith of the Government erecting those buildings that we purchased land, and have gone to great expense to improve the same. Now what do we see? Why, the Government encouraging a private individual to erect buildings on his selection, and rent from him in opposition to the township. We ask is this a wise policy on the part of the Government to try and start a private township in opposition to their own? Why, if the Government was to erect those buildings it would enhance the land in the township 50 per cent. I can assure the Government that the township is far more suitable for the Government buildings than where they are getting them put up. If there comes a heavy flood there is no refuge; the township has a splendid hill for refuge in flood time; the other side cannot boast of such. Myself and the other residents of the township would like to know who is the gentleman who is advising the Government to encourage this private individual in opposition to themselves.

I trust, my dear Sir, you will see the force of our letter, and give us as promised the Court-house and Police quarters in the township, not on private property.

I have, &c.,

G. DAWSON.

Principal Under Secretary in reference to previous papers.—G.H., B.C., 6 February, 1880. As an objection has been raised by Mr. G. Keats to the erection of a Court-house and Police quarters at Woodburn, the papers might be referred to the Inspector General of Police for report before any further action is taken in the matter.—9/2/80. Refer accordingly.—H.P. The Inspector General of Police.—C.W., B.C., 9/2/80.

No. 48.

T. Bawden, Esq., M.P., to The Under Secretary for Public Works.

Sir,

Grafton, 11 February, 1880.

I do myself the honor to forward herewith a further communication from a resident at Woodburn, relative to the proposed Court-house and Police quarters at that place, and urging that tenders should be invited for the work.

I should be extremely thankful personally if some decision is arrived at with regard to this matter with as little delay as possible.

The money has been voted, and the public are very urgent in their demands that faith should be kept with them.

I have, &c.,

T. BAWDEN.

[Enclosure.]

Mr. E. Murray to T. Bawden, Esq., M.P.

Sir,

Woodburn, 29 January, 1880.

Can you kindly inform me when tenders will be called for the erection of Court and Police quarters in the township of Woodburn? I have been anxiously looking out for same, but it seems to me there is no faith in Government promises. On the faith of the Government promising us those buildings we purchased land at a high price, and have gone to great expense to improve same; therefore we are justly entitled to those buildings, and I consider there should be no delay. It's a shame on the Government's part to be encouraging a private individual to build on his selection, and then rent from him, when the township is right opposite. I trust, my dear sir, being our representative, you will lose no time in bringing this before the notice of the Government.

I have, &c.,

EDWARD MURRAY.

Acknowledged, 18/2/80.
B.C., 18/2/80.

Principal Under Secretary in reference to previous papers.—G.H.

No. 49.

The Inspector General of Police to The Principal Under Secretary.

Inspector General's Office, Sydney, 18 February, 1880.

I HAVE called for a further report from Superintendent Orridge on the subject of the Woodburn Court-house, which is submitted herewith, for the Colonial Secretary's information.

It would probably be thought improper to erect Government buildings on the opposite side of the river to the place laid out as the Government township; nevertheless, as the public convenience is better met by having the Court and station where they are at present, and where suitable premises are rented, I am inclined to suggest that the erection of new buildings should be deferred for a time, unless the Government is committed to the immediate erection of premises, in which case I think the site on the Government township should be used, although the public convenience may not be so well served by the alteration. The Government township was probably not laid out without due consideration.

B.C., Principal Under Secretary.

EDMUND FOSBERY, I.G.P.

Telegram from Superintendent Orridge, Armidale, to The Inspector General of Police.

SUB-INSPECTOR Creaghe telegrams *re* police station, Woodburn:—"After careful consideration, am of opinion present site most suitable till population increases on Government township side of river. Population north side, where present station is, nearly double that on Government township side. Four out of five sugar-mills are on north side; also, post and telegraph office, and roads from all parts district meet close to present station. From inquiries made, present site of Court-house appears most convenient one for large majority of public, and likely to remain so for considerable time."—18th February, 1880.

No. 50.

Mr. W. Gollan to The Secretary for Public Works.

Sir,

Woodburn, Richmond River, 24 September, 1880.

I do myself the honor, should the Government think it advisable to erect Court House and police buildings in Woodburn, to give an allotment of land free of charge for that purpose.

I am willing to give the land where the present Court-house is erected on, and the buildings now used could be taken at a fair valuation by the Government, and would be suitable for the requirements of the place for years to come.

I make this offer, believing the site to be the most suitable and convenient in the district, and free from floods.

I have, &c.,

WILLIAM GOLLAN.

Presented by Chas. H. Fawcett. Acknowledged, 29/9/80. Minister for Justice.—J.L., 29/9/80. Under Secretary for Justice, B.C., 30/9/80.—J.R. The Inspector General of Police, for such further information as he may be able to obtain hereon.—J.G.L.I., 5 October, 1880. The Inspector General of Police, B.C., 6 October, 1880.—W. E. PLUNKETT.

Police Department, Inspector General's Office, Sydney, 7 October, 1880.

ALTHOUGH I think the public convenience would be met by the acceptance of this offer, yet I am unable to recommend that course, as there is a Government township on the opposite side of the river, where it is proposed to expend the vote for a Court-house.

There are other papers bearing on this subject in the Colonial Secretary's Office or Public Works Department.

The present arrangement for occupying the premises rented would be the best, in my judgment, to be continued for some time.

B.C., The Under Secretary, Department of Justice.

EDMUND FOSBERY, I.G.P.

It would be well to ascertain the nature of the present arrangement as regards the premises now rented, and Mr. Fosbery can perhaps readily supply that information.—J.G.L.I., 15 October, 1880. The Inspector General of Police, B.C., 15 October, 1880.—W. E. PLUNKETT. Premises erected by Mr. Gollan for the purpose, and rented at £52 per annum.—H. ZOUCH (for I.G.P.), 18/10/80. B.C., The Under Secretary of Justice. The present arrangements had better be continued for some time longer.—J.G.L.I., 20 October, 1880.

No. 51.

Petition from Certain Landowners to The Minister of Justice, &c.

Woodburn, 26 October, 1880.

WE the undersigned landowners and others directly interested in the township of Woodburn, having heard that proposal has been made to you to purchase the premises now used as a Police Station and Court-house on the farm of Mr. William Gollan, on the northern side of the river at Woodburn, with the view to permanently establishing these offices there, beg most earnestly, but respectfully to express a hope that you will not sanction anything of the kind.

We desire to remind you that suitable allotments of land, Nos. 1, 2, 3, of section 16, in the township on the southern side of the river have been reserved for public buildings, and that it would be a serious injustice to the owners of town property were Government offices to be placed elsewhere than within the town boundary.

We desire further to draw your attention to the police arrangements now in force here, by which the township is left almost wholly unprotected.

We believe that the convenience of the residents, and the interests of the neighbourhood generally, would be best served by the erection on the township site of the police buildings, for which the sum of £2,000 has been voted by Parliament.

We trust, therefore, that you will cause this work to be proceeded with, and have tenders for the same convened with as little delay as possible.

We have, &c.,

(Here follow twenty-nine signatures.)

Presented by Charles H. Fawcett, Esq., M.P., 17/12/80.

Acknowledged, 18/12/80.

As there is a conflict of opinion as to the most suitable site for the erection of buildings, the Inspector General of Police can perhaps furnish report hereon, as it is understood that he has lately visited this place.—J.G.L.I., 18 December, 1880. The Inspector General of Police, B.C., 20 December, 1880.—W.E.P.

No. 52.

The Inspector General of Police to The Under Secretary of Justice.

Sir,

Police Department, Inspector General's Office, Sydney, 21 December, 1880.

I have not been at Woodburn for two years, but do not think the position of affairs has materially altered in that time.

If the vote for the Court-house is to be expended the Government township ought I suppose to be the site.

The chief portion of the business and population is now on the other side of the river, and the present arrangements (with rented premises) meet the requirements of the district. My own opinion is, therefore, that the erection of a Court-house should be deferred until such time as it becomes more evident which site will be most beneficial to the residents generally.

I have, &c.,

EDMUND FOSBERY.

As present arrangements (with rented premises) meet requirements of the district, the matter as to erection of new Court-house may be deferred for some time longer.—J.G.L.I., 24/12/80. Inform Mr. Fawcett, 3/1/81.

No. 53.

The Under Secretary of Justice to C. H. Fawcett, Esq., M.P.

Sir, Department of Justice, Sydney, 3 January, 1881.

In acknowledging the receipt of petition, forwarded to this department by you from landowners in the township of Woodburn, against the establishment of Police Station and Court-house on northern side of the river at that place, I am directed by the Minister of Justice to state, for your information, that as present arrangements (with rented premises) meet requirements of the district, the matter as to the erection of a new Court-house may be deferred for some time longer.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

No. 54.

Mr. W. Gollan to The Secretary for Public Works.

Sir, Woodburn, Richmond River, 3 January, 1881.

I do myself the honor to call your attention to an offer made by me some time ago of a portion of land for the purpose of erecting a Court-house and Police station on.

If accepted the present building could be taken at a valuation, and would meet the requirements of this district for many years to come.

An early reply will oblige,

Yours, &c.,
WILLIAM GOLLAN.

Presented by Mr. Fawcett, M.P. Under Secretary of Justice, B.C., 8/1/81.—J.R. The Inspector General of Police may be asked whether he has anything to add to what he has already written upon this subject.—J.G.L.I., 11/1/81. The Inspector General of Police, B.C., 12 Jan., 81.—W. E. PLUNKETT. I have nothing to add.—EDMUND FOSBERY, I.G.P., 12 Jan., 81. B.C., The Under Secretary, Department of Justice. There does not appear to be any necessity to alter existing arrangements at the present time.—J.G.L.I., 13 Jan., 81. Mr. Fawcett, M.P., informed, 21/1/81.

No. 55.

The Under Secretary of Justice to C. H. Fawcett, Esq., M.P.

Sir, Department of Justice, Sydney, 21 January, 1881.

Referring to letter from Mr. William Gollan, presented by you at this Department, offering site for Court-house and Police station at Woodburn, I am directed by the Minister of Justice to invite your attention to my letter of the 3rd instant upon this subject, and to state that there does not appear to be any necessity to alter existing arrangements at the present time, of which you will perhaps have the goodness to apprise Mr. Gollan.

I have, &c.,
W. E. PLUNKETT,
Under Secretary.

No. 56.

C. H. Fawcett, Esq., M.P., to The Minister of Justice.

Sir, "Eckford's Hotel," 21 February, 1881.

As some gentlemen from my Electorate are anxious to see you respecting the Court-house at Woodburn, and the erection of police quarters at the Government Township of Woodburn, for which latter the sum of £2,000 was voted last session, I do myself the honor to request you will be so good as to name at as early a date as may be convenient a time when it will be possible for you to receive them.

I have, &c.,
CHARLES H. FAWCETT.

The deputation would be glad if they could see the Minister of Justice at half-past 11 a.m. on the 25th February, 1881.—W.E.P., 24/2/81. Make the appointment as requested.—J.G.L.I., 24/2/81.

No. 57.

Mr. F. G. Crouch to The Minister of Justice.

Sir, Woodburn, 14 February, 1881.

I do myself the honor to convey to you the following resolution, which was carried unanimously at a very large and influential public meeting which was held here on Saturday night last, and which was convened by advertisement in the public papers:—

"That in the opinion of this meeting a police officer should be stationed in the township of Woodburn and that the erection of police buildings, for which the sum of £2,000 has been voted by Parliament, should be proceeded with at once. That a copy of the foregoing resolution be forwarded by the chairman to Mr. Fawcett, M.P., for presentation to the Minister of Justice."

Moved by Mr. John Lacey, seconded by Mr. R. Private.

I have, &c.,
F. G. CROUCH,
Chairman.

Presented by Mr. Fawcett, M.P., and Mr. Isbester. The Inspector General for report.—J.G.L.I. Inquire as to lease of present premises, amount of rent and duration of lease, and why the buildings are not on the township side of the river with especial reference to the centres of population.—J.G.L.I., 25/2/81. The Inspector General of Police, B.C., 1 March, 1881.—W.E.P.

No. 58.

The Inspector General of Police to The Under Secretary of Justice.

2 March, 1881.

THE rental now paid for Court-house and Police Station is £58 per annum. The tenancy can be determined on the ordinary notice, six months. The papers in the office of the Department of Justice disclose full particulars. If the vote of £2,000 has lapsed matters might remain as they are without public inconvenience.

EDMUND FOSBERY, I.G.P.

Pending the permanent settlement of the question as to the site upon which the Court-house and other buildings are to be erected, I think the requisite notice for putting an end to the lease of Mr. Gollan's land should be given at once. I should like information as to whether the site of the Government township is so objectionable as to warrant the strong measure of abandoning it as such township.—J.G.L.I., 12/3/81. The Inspector General of Police, for favour of such further report as may be requisite hereon.—W. E. PLUNKETT, B.C., 14 March, 1881.

No. 59.

The Inspector General of Police to The Under Secretary of Justice.

Police Department, Inspector General's Office, Sydney, 15 March, 1881.

THE attached report, written by Superintendent Orridge a year ago, states concisely the comparative condition of the townships on both sides of the river.

If Government buildings are to be erected, I have always been of opinion that they should be placed at the Government township; but considering that we have now convenient premises, where the chief portion of the population and business is located, I suggested deferring further action for a time.

May I be allowed to point out to the Minister that if notice be now given to the landlord we may find ourselves without any accommodation at all in six months time, as the Government buildings could not be completed in less than eighteen months or more.

EDMUND FOSBERY.

B.C., the Under Secretary of Justice.

[Enclosure.]

Telegram from Superintendent Orridge to Inspector General of Police.

Armidale, 18 February, 1880.

"Sub-Inspector Creaghe telegrams re Police Station, Woodburn:—After careful consideration am of opinion present site most suitable till population increases on Government township side of river. Population north side where present station is nearly double that on Government township side; four out of five sugar mills are on north side, also post and telegraph office and roads from all parts district meet close to present station. From inquiries made present site of Court-house appears most convenient one for large majority of public and likely to remain so for considerable time."

Mr. Fawcett, M.P., may be informed of the result of inquiry in terms of annexed copy telegram.—J.G.L.I., 16 March, 1881. Mr. Fawcett, M.P., 17/3/81.

No. 60.

The Under Secretary of Justice to C. H. Fawcett, Esq., M.P.

Sir,

Department of Justice, Sydney, 17 March, 1881.

With reference to your letter of the 21st ultimo, respecting the erection of police quarters in the township of Woodburn, I am directed by the Minister of Justice to inform you that from inquiries made upon the subject the present site would appear to be the most suitable, the population on the north side where the present station is, being nearly double that on the Government township side; four out of five sugar-mills are on the north side, also post and telegraph office, and roads from all parts of the district meet close to the present station.

I am to add that the site now in use for Court-house appears a most convenient one for a large majority of the public and likely to remain so for a considerable time.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

No. 61.

Minute of The Minister of Justice.

RECEIVED a deputation to-day, introduced by Mr. Fawcett—Mr. Crouch, Mayor of Casino, being one, Mr. Barnes, J.P., another. From the information conveyed by them it seems to me steps should be taken without delay for bringing the Government buildings and the Government business on to the site of the Government township. The requisite notices should be given to Mr. Gollan to put an end to the tenancy, and plans should be prepared and tenders called for. I do not think the Government could properly abandon the site of the Government township, and the longer the present state of things continues the greater will be the difficulty.

J.G.L.I., 2/4/81.

Mr. Fawcett, M.P., Bench, Woodburn, I.G.P., and Under Secretary, Works Department, informed, 4/4/81.

No. 62.

The Under Secretary of Justice to C. H. Fawcett, Esq., M.P.

Sir,

Department of Justice, Sydney, 4 April, 1881.

With reference to the deputation introduced by you to the Minister of Justice on the 2nd instant, respecting the site of Court-house and police buildings at Woodburn, I am directed to inform you that from the information conveyed by you and the other members of the deputation, Sir George Innes thinks steps should be taken without delay for bringing the Government buildings and the Government business on to the site of the Government township.

The requisite notices will accordingly be given to Mr. Gollan to put an end to the present tenancy, and the Works Department will be asked to prepare the necessary plans, and call for tenders with the least possible delay.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 63.

The Under Secretary of Justice to The Bench of Magistrates, Woodburn.

Gentlemen.

Department of Justice, Sydney, 4 April, 1881.

With reference to previous correspondence respecting site for Court-house and police buildings at Woodburn, I am directed to inform you that the Minister of Justice thinks steps should be taken without delay for bringing the Government buildings and the Government business on to the site of the Government township. The requisite notices should accordingly be given to Mr. Gollan to put an end to the present tenancy, and the Works Department will be instructed to prepare plans and call for tenders for the necessary buildings with the least possible delay. I am to add that Sir George Innes does not think the Government could properly abandon the site of the Government township, and the longer the present state of things continues the greater will be the difficulty.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 64.

The Under Secretary of Justice to The Inspector General of Police.

Sir,

Department of Justice, Sydney, 4 April, 1881.

With reference to your blank cover report of the 15th ultimo, respecting site for Court-house and police buildings, &c., at Woodburn, I am directed to inform you that the Minister of Justice thinks steps should be taken without delay for bringing the Government buildings on to the site of the Government township.

The requisite notices should accordingly be given to Mr. Gollan to put an end to the present tenancy, and the Works Department will be instructed to prepare plans and call for tenders for the requisite buildings with the least possible delay. I am to add that Sir George Innes does not think the Government could properly abandon the site of the Government township, and the longer the present state of things continues the greater will be the difficulty.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

No. 65.

The Under Secretary of Justice to The Under Secretary for Public Works,

Sir,

Department of Justice, Sydney, 4 April, 1881.

With reference to previous correspondence respecting site for Court-house and Police buildings at Woodburn, I am directed to state that the Minister of Justice thinks steps should be taken without delay for bringing the Government buildings and the Government business on to the site of the Government township, and to request that you will invite the Secretary for Public Works to have the goodness to cause plans to be prepared, and tenders called for the necessary buildings with the least possible delay.

I am to add that instructions have been given to serve the requisite notices upon Mr. Gollan terminating the tenancy of the present temporary Court-house buildings at the expiration of six months from this date.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

WITHDRAWAL OF POLICE FROM CLARENDON.
(CORRESPONDENCE, &c.)

Ordered by the Legislative Assembly to be printed, 4 November, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 3rd November, 1881, That there be laid upon the Table of this House,—

“Copies of all correspondence, minutes, reports, and other documents
“having reference to the withdrawal of the Police from Clarendon, in the
“District of Gundagai.”

(Mr. William Forster.)

WITHDRAWAL OF POLICE FROM CLARENDON.

Memo. from Superintendent Battye to The Inspector General of Police.

Police Department, Superintendent's Office, Murray District, Albury, 19 June, 1881.
I AM desirous, with Inspector General's sanction, of doing away with police station Clarendon, as I cannot see the use of a constable there. The population is scattered and small, and the greater part of his time the constable is idle.

Clarendon lies between Junee, Tarcutta, Gundagai, and Bethungra, and only 14 miles I believe from the latter.

Should Inspector General approve, I will order 1st-c. Constable Gorman to relieve Constable Rogers at Reedy Creek.

E. M. BATTYE, Capt.,
Supt.

Police are so urgently required at many places where there is no police protection that I am glad to make any reduction where practicable. As, therefore, Supt. Battye is satisfied that a constable is not required at Clarendon, he may be removed.—E.F., 20 June, 1881. Supt. Battye.

Memo. from Superintendent Battye to Sub-Inspector Casey.

Re Clarendon.

Police Department, Superintendent's Office, Murray District, Albury, 22 June, 1881.
MR. SUB-INSPR. CASEY will inform Mr. Jas. Brabin (owner of premises, Clarendon), and instruct Constable Gorman to hand over said premises prior to his departure to Mr. Brabin, who will receive rent all the same to the 30th Sept., thus giving Mr. Brabin three months' notice.

E. M. BATTYE, Capt.,
Supt.

Memo. from Superintendent Battye to Sergeant Cassin.

Clarendon Police Station discontinued.

Police Department, Superintendent's Office, Murray District, Albury, 22 June, 1881.
SERGT. CASSIN informed that instructions have been sent to Mr. Sub-Inspr. Casey, to order 1st-c. Constable Gorman to proceed to Reedy Flat, to take charge of that station, on or before 1st July (Clarendon station having been done away with). Sergt. Cassin will inform Constable Rootes, who, on being relieved, will return to Adelong, and Constable Rogers then proceeds to Wagga. Sergt. Cassin will inform Mr. S.-Inspr. Casey by telegram when Constable Rogers leaves, who will ride his horse in leisurely, halting first day at Tarcutta.

E. M. BATTYE, Capt.,
Supt.

Instructions will be complied with.—THOS. CASSIN, Sergt., 1676, 26/6/81.

Samuel Bishop, F. J. Clarence, John Crowe, and others, to The Inspector General of Police.

Sir,

Clarendon, 29 June, 1881.

We, the undersigned, being inhabitants of the district, beg most respectfully to inform you that we have to-day heard with much regret and extreme surprise that we shall after the 1st proximo be left without the protection of any member of the police force stationed here, and we would draw your attention to the following facts:—

1. There are at Clarendon two stores, one hotel, and numerous private residents. There is also another hotel at Wantabadgery, and at the diggings known as the "Junee Rush," also one known as the "Little Billabong Hotel," all of which are more than 20 miles both from Wagga Wagga and from Gundagai, the nearest being at least 6 miles from Junee.

2. There is in the immediate neighbourhood a new diggings, upon which there are now at least sixty *bonâ fide* diggers, who are already making dams and erecting machinery; and should these claims turn out as well as they at present promise, there will doubtless be a large influx of diggers thereto.

3. This being a pastoral district, there are in the shearing season many men engaged in the same, and we venture to suggest that this is an additional reason why we should wish to have a member of the police force stationed in our midst, to whom we could apply for assistance in any case of emergency, which so often depends upon the immediate interference of the law.

4. There being no Banks nearer than Gundagai (27 miles from Gundagai), or Wagga Wagga (32 miles from Wagga Wagga), storekeepers, hotelkeepers, and others, are at times under the necessity of keeping large sums in cash on their premises, and often for a considerable time. We

We have the honor, therefore, to beg that you will consider the few suggestions which we offer, together with those which will occur to yourself, and that we may be allowed that protection which we respectfully say we want.

Samuel Bishop, hotelkeeper, Clarendon.	E. G. Kenzie, miner, Clarendon.
F. J. Clarence, storekeeper, on ac. M. Walker & Co.	W. Coventry, miner.
John Crowe, poundkeeper.	R. Macartney, miner.
Fredk. Davis, miner, Prospecting Claim.	Alexr. M'Kinlay, miner.
William Knight, miner.	Joseph O'Hara, miner.
Arthur Rouch, mailman on the Gundagai line.	James Higgins.
Thomas Henry Hutton, labourer.	John Nester.
J. Herbert M'Rae, tutor.	Edwd. Lynch, miner.
Jas. Green, miner.	Martin Nestor, miner.
Alfred Bongeis, gardener.	Thos. M'Evoy.
Michael Keogh, grazier.	Vincent Abbott, miner.
David Sinclair, grazier.	Michael Crowley, miner.
James Cole, miner.	Joseph B. Boardman, selector, Junee.
Robert Legg, labourer.	Angus M'Kinnon, grazier, Sandy Ck.
George Gittoes, farmer.	Stephen Fennell, Eringoarah.
George Marshall, miner.	H. Metcalf, miner.
Mark Field goldminer.	William Ledwell, fencer, Wantabadgery.
Murdoch A. Mackenzie.	William Ledwell, senior, carpenter, Wantabadgery.
Henry M'Glede, farmer.	C. J. M'Carthy, grazier, Clarendon.
E. M'Glede, farmer.	Thos. Heffernan, grazier, Clarendon.
William Kilmister, farmer.	Justice M'Carthy, farmer, Clarendon.
A. J. A. Beveridge, grazier.	John Rafter.
James Brabin, farmer.	James Keogh.
William John Moore, miner.	Stephen White, squatter.
Sarah Helen Miller, storekeeper, for David Weir.	Samuel Turner, farmer, Nangus Creek.
David Weir, grazier.	Thomas Turner, Coolia, selector.
J. Spencer, miner.	John Lurystone, Nangus.
J. Peeters, miner.	John Blake, Nangus.
A. Graves, miner.	Robert Blake, Nangus.
James Stanway.	John M'Alister, grazier.
J. Lynch, miner.	Patrick Andrews, grazier, Mitta.
Peter Sinclair, miner.	Heman Webster, grazier, Wantiooloo.
	Henry Blake, Nangus.

Referred for Capt. Battye's further consideration.—E.F., 8/7/81.

C. T. W. M'Donald, Esq., to The Inspector General of Police.

Dear Sir,

Wantabadgery, Wagga Wagga, 2 July, 1881.

The residents of Eurongilly, a township about 7 miles from here, have requested me to call your attention to the fact that the police protection is being withdrawn from that township.

Eurongilly and its neighbourhood supports a population of about 800 inhabitants, and we would request that the matter be taken into consideration.

A petition to that effect is now being prepared, and will no doubt be numerously signed, and we hope to be able to forward it next week.

I have, &c.,

C. T. W. M'DONALD.

Referred to Capt. Battye—I had no idea that the population was so large.—E.F., 4 July.
Referred to Sub-Inspr. Casey for report. Although aware he has not visited this part of the district, I would be glad of his report as to population, and the necessity of Clarendon being continued as a police station of one constable.—E.M.B., Capt., 9/7/81.

Mr. James Brabin to Sub-Inspector Casey.

Dear Sir,

Clarendon, Wagga, 9 July, 1881.

I received your letter to-night, and am so far satisfied as regards the rent, up to the 30th of September, as that is according to our agreement; but what are we to do for police protection,—as there were two applications for miners' rights this week, I sent them on to Junee.

Hoping that something will be done in the matter,—

I have, &c.,

JAMES BRABIN.

Sub-Inspector Casey to Superintendent Battye.

Clarendon Station, Wagga Wagga, 18 July, 1881.

On receipt of your minute, Y 2,620, I proceeded to Clarendon and Wantabadgery, and rode round that portion generally, and I find that the people generally view with disfavour the abolition of the police station at Clarendon.

I found on inquiry that the post office at Clarendon dispatches about 400 letters a quarter, and receives about 500 letters. The population is very scattered, and I feel certain that it does not amount to anything like the number set down by Mr. M'Donald (800).

Clarendon

Clarendon is only 12 miles from Junee, in a direct line, 17 from Bethungra, 28 from Gundagai, and 31 from Wagga. The Wantine diggings, where there is a population of about 100, is only 6 miles from Junee, and it can be worked from that station. In Mr. M'Donald's forest paddock there are about thirty miners at work, but the place has not yet proved payable, as there is no water to wash up. I also find that many of the selectors are selling out their holdings and leaving the district.

If the diggings on Mr. M'Donald's run turn out payable, I have no hesitation in saying that a constable will be required at Clarendon.

I will visit the place in a month's time and report further.

WALTER C. CASEY,
Sub-Inspr.

Memo. from Superintendent Battye to The Inspector General of Police

Police Department, Superintendent's Office, Murray District, Albury, 20 July, 1881.

Re Mr. Sub-Inspector Casey's reports on Clarendon, forwarded.

9 July, 1881.

THE note attached is from James Brabin, the party we rented premises of.

The constable there stationed had nothing to do with issuing miners' rights.

E. M. BATTYE, Capt.,
Supt.

The decision had better remain in abeyance for a month or so, when please report farther.—E.F.,
21 July, 1881.

The Inspector General of Police to C. F. J. M'Donald, Esq.

Sir,

Police Department, Inspector General's Office, 21 July, 1881.

With reference to your letter dated the 2nd instant, respecting the proposed abolition of the police station at Clarendon, I have the honor to inform you that the matter has not been finally decided, and will be further considered.

I have, &c.,

EDMUND FOSBERY,
Inspector General of Police.

The Inspector General of Police to Mr. Samuel Bishop and others.

Gentlemen,

Police Department, Inspector General's Office, Sydney, 21 July, 1881.

In acknowledging the receipt of your letter, dated the 29th ultimo, having reference to the proposed withdrawal of police from Clarendon, I beg to inform you that the matter has not been finally decided, and will be further considered.

I have, &c.,

EDMUND FOSBERY,
Inspector General of Police.

Mr. S. Bishop and others to The Inspector General of Police.

Sir,

Clarendon, 25 August, 1881.

As sufficient time has elapsed since your last communication respecting the police station at Clarendon, will you kindly inform us whether it is your intention to discontinue it or not.

JNO. S. BISHOP,

and others.

Referred to Capt. Battye.—E.F., 30/8/81. Will Mr. Casey be good enough to report farther on this matter.—E. M. BATTYE, Capt., Supt., 1/9/81.

Sub-Inspector Casey to Superintendent Battye.

Police Station, Wagga Wagga, 13 Sept., 1881.

I HAVE again visited Clarendon, Wantabadgery, and the diggings near Junee. I fail to see or hear anything that would lead me to alter my previously expressed opinion, "that a police station is not urgently required at Clarendon at the present time."

I visited the diggings in Mr. M'Donald's paddock. There are about 40 miners at work, getting a little gold. I interviewed the miners, and all state that there was no crime and no disorder. One of the party very significantly remarked, "There is not even a shanty here."

The diggings, 6 miles from Junee, are on the wane, and can be well looked after by the Junee police.

The population round Clarendon is decreasing; many of the selectors are selling out.

In conclusion, I may remark that a constable is much more required at Coolamin, half-way between Junee and Narandera, on the railway and the main road to the Merool and the back country.

WALTER C. CASEY,

Sub-Inspr.

Mr. Casey's report forwarded for the Inspector General's information.—J. L. DALE, S.S., *pro* Supt., 15/9/81. For Capt. Battye's information. Further report should be made regarding Coolamin.—E.F., 16/9/81.

The Inspector General of Police to C. F. J. M'Donald, Esq.

Sir,

Police Department, Inspector General's Office, Sydney, 16 Sept., 1881.

Referring to your letter dated the 2nd July last, written on behalf of the residents of Eurongilly, against the withdrawal of the police from that place, I have the honor to state that, judging from the reports received by me in the matter, I can see no necessity for a police station at Eurongilly, as the required protection can be well afforded from the neighbouring police stations.

I have, &c.,

EDMUND FOSBERY,
Inspector General of Police.

The

The Inspector General of Police to Mr. Samuel Bishop and others.

Gentlemen, Police Department, Inspector General's Office, Sydney, 16 Sept., 1881.

With reference to your letter dated the 29th June last, respecting the withdrawal of the police from Clarendon, I beg to state that, judging from the reports before me, I can see no necessity for police at that place, as the required protection can be well afforded from the contiguous police stations.

I have, &c.,
EDMUND FOSBERY,
Inspector General of Police.

Mr. Wm. Forster, M.P., has called upon me relative to the withdrawal of the constable from Clarendon (which has, I presume, been now effected). Mr. Forster intends to take some action in Parliament. I undertook to make further inquiries, though I am pretty well assured that there is no necessity for stationing a constable at Clarendon.

Will Captn. Battye obtain an estimate of the population within a *radius* of say 6 miles of the village; number of children attending school; number of police cases taken to Court, in detail, by the constable at Clarendon during the past twelve months; and how far it is estimated the population has decreased in that time.—E.F., 19/10/81. Captn. Battye. Will Mr. Casey be pleased to have this matter attended to.—J. L. DALE, S.S., *pro* Supt. S. J. Casey, Wagga.

Senr.-Const. Rowe will supply me with the following information, to the best of his ability. I send Const. Paulding in order that if the S. C. has to go to Clarendon there will be a man at the station.

What is the population of Clarendon within a radius of 6 miles?

How many children attend the school there?

How many police cases were taken to Court (in detail) by constable stationed at Clarendon during the twelve months prior to his removal?

How many selectors sold out and left district?

Has population increased or decreased during last twelve months, and by how many (estimated number)?

Have any cases of crime been reported from Clarendon since Const. Gorman left? Give the particulars of each case, and result.

As this is very urgent, I wish to get S.-C. Rowe's reply to the above questions back by Const. Paulding on Saturday night. Spare no exertion to have it done. Return this with reply.—WALTER C. CASEY, Sub-Inspr., 21/10/81.

Senior-Constable Rowe to Sub-Inspector Casey.

Police Station, Junee, 22 October, 1881.

SENIOR-CONSTABLE ROWE begs to forward to his officer the required information, as per attached memo. :—

1st. The population within a radius of 6 miles of Clarendon is 197, of which about sixty are strangers, who have lately arrived at the new diggings.

2nd. The number of children on the school books is forty-two, with an average attendance of thirty; these include a number of strangers' children lately arrived.

3rd. The senior-const. is only positive of two police cases having been taken to Court from Clarendon district during the last twelve months—one of larceny from a dwelling near Clarendon, and one of horse-stealing from Orange.

4th. Four selectors have sold out and left the district, taking their families with them, during the last twelve months; and three others have sold out, and are to leave in January.

5th. The population has increased during the last twelve months to the number of about forty, the reason being, miners coming to the diggings, which are now turning out to be almost useless, the returns being only about 12 shillings a week per man, no one claim on the diggings yielding payable gold.

6th. No crime whatever has been reported from Clarendon to the Junee police since Constable Gorman left Clarendon.

Senior-Const. Rowe, in forwarding this return, begs to state that he has proceeded to Clarendon and made every possible inquiry, and he can vouch for its being correct, and hopes it is the return his officer requires. Should anything have been omitted, or any further information be required, will the officer be good enough to let the senior-const. know, and it will be forwarded without delay.

GEORGE ROWE,
Senior-Constable, 2372.

Sub-Inspector Casey to The Inspector General of Police.

Police Station, Wagga, 23 October, 1881.

I HAVE to report, for the information of the Inspector General, that it was impossible for me to go over to Clarendon and return in time to reply, I therefore sent Senr.-Const. Rowe to make the inquiry; his report is attached.

Senr.-Const. Rowe, now of Junee (13 miles from Clarendon), was stationed at Clarendon for a long time, and he knew the people and district well. I am quite satisfied that his report is a correct one in every particular, as the senr.-const. went round the district when I made the first house-to-house inquiry.

WALTER C. CASEY, Sub-Inspr.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

THE CASE OF CONSTABLE MULQUIN.

(CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be printed, 22 September, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 16th September, 1881, That there be laid upon the Table of this House,—

“Copies of all papers connected with the inquiry into the conduct of
“Constable Mulquin towards Sir George Innes, on the occasion of the
“laying of the Foundation-stone of the Queen’s Statue.”

(Mr. Jacob, for Mr. Levien.)

No. 1.

Superintendent Read to The Inspector General of Police.

No. 5 Police Station, 3 August, 1881.

WITH reference to the complaint of Sir George Innes, Constable Thos. Mulquin, No. 2,558, respectfully begs to state, for the information of the Inspector General, that he was stationed on duty at the entrance to Hyde Park Avenue, on the 2nd instant, on the occasion of the laying of the foundation-stone of the Queen’s Statue, which entrance was barricaded against the general public. The constable received orders from Inspector Waters not to allow *any person* over the barricade. About 11:30 a.m. a gentleman in the crowd asked what the barricade was for, the constable said it was placed there to keep back the public, the gentleman again asked the same question, and demanded to get through; the constable replied that he could go round to one of the entrances; again the gentleman in an angry tone of voice said “Why should I be kept a prisoner?”; again the constable told him that he could go round to one of the entrances of the enclosure, the gentleman said “That will do,” repeating the words three times, and said that he would take the constable’s number; the constable gave his number 203, said his name was Mulquin, and was stationed at Newtown; the gentleman replied “You are impertinent”; the constable answered that he was not so, and always knew how to conduct himself; the gentleman again repeated that the constable was *very* impertinent, whereupon the constable replied that his remark was quite uncalled for, and that perhaps he was as well brought up and educated as he was; the gentleman then shifted his position and got over the barricade, whereupon Constable Mulquin walked up to him and said that he was surprised to see a man of his years acting in the manner he had done, and told him the police were stationed there for the express purpose of guarding the enclosure; the gentleman again repeated that the constable was *very* impertinent. Afterwards the constable learned, through the Superintendent of Police, that this gentleman was Sir George Innes. Constable Mulquin whilst in the Police Force has been stationed in the district, and had never an opportunity of knowing Sir George Innes.

Sir George Innes did not make himself known to Constable Mulquin, neither did he say he was a Minister of Justice, or otherwise the constable would gladly have conveyed him to one of the entrances. Constable Agnew, of No. 5 Police Station, Constables M’Dermott and Ryan, of No. 2 Police Station, also G. W. Shelley, J.P., of Mansfield-street, Balmain West, can verify that Sir George Innes never made himself known to Constable Mulquin.

THOS. MULQUIN,
Constable.

Forwarded for the information of Mr. Superintendent Read.—N. LARKINS, Sub-inspector, 3/8/81.
Forwarded to the Inspector General of Police.—C. READ, Supt., 4/8/81.

No. 2.

Minute of the Inspector General of Police.

APART from the consideration of Sir George Innes's representation of the facts, which discloses a very serious case of misconduct against Constable Mulquin, his own report contains admissions of most improper behaviour. It is the duty of the police to be respectful in their demeanour to all citizens, especially so to Ministers of the Crown, Magistrates, and others in position of official authority. I mark my sense of Constable Mulquin's misconduct by reducing him one grade in rank.

E.F.,
5/8/81.

Constable Mulquin informed. Offence entered on defaulter's sheet.—C. READ, Supt., 9/8/81.
The I.G.P.

No. 3.

Sir George Innes to The Inspector General of Police.

Department of Justice, Sydney, 4 August, 1881.

CONSTABLE Mulquin's statement is partly true and partly untrue. I have a very clear recollection of the circumstances, and they were as follows:—

When about 10:30 a.m. (not 11:30 as the constable erroneously states) I came, on my way to my office, to the barricade, which I certainly was surprised to see, I called to the constable and very quietly asked where I could get through. He said—"Oh, the whole city gates are closed, you can't come through." I again asked—"But where *can* I get through? I wish to get to my office." He said—"Oh, you can't get through here." Again I asked if there was no opening, and he at once said in a very offensive manner—"Now, just take yourself out of this; you've been told three times; now, just be off." I then said—"Well, constable, I suppose you do not know who I am, or you would not speak quite like that, but there is no need to be rude to any one." He then *several times*, and in an excited manner, said—"I don't care who you are, you'll be off out of this." Then I said—"Please do not speak to me in that impertinent manner;" and—"I will let your superior officer know of this. I will take your number." He grew very angry, and coming close up to the barricade, called out—"Take my number indeed—you are impertinent yourself—I don't care who you are;" and—"I am as well brought up as you, any day," and so on.

I walked round trying to see where I could get through. On the western side of the same barricade, seeing that it was low, I went up to it, and spoke to another of the constables, stating my name, and that I was the Minister of Justice (not "a" Minister of Justice, as Constable Mulquin puts it), and that I wished to get through to my office.

Notwithstanding this none of them offered to let me through, and so I jumped over. Whereupon Constable Mulquin and another constable, whose manner was if possible even more offensive than Mulquin's, came close up to me, and said—"I don't care who you are—not if you were fifty Ministers of Justice—I am surprised at you—you ought to be ashamed of yourself—a man of the world like you, and a man of your age—you are a pretty fellow;" and other such jeering and rude remarks, in a very offensive manner. This was in the presence and hearing of the people around the barricade, some of whom I dare say enjoyed my apparent discomfiture. I repeatedly said—"I have told you who I am, and my office, and that seems to make no difference, and I shall report you." "Report me if you like—report yourself—I don't care who you are—I am as good as you." They fairly beat me off.

When I afterwards reported the matter to Inspector Read, I asked him to go with me there and then and reprove the two men on the spot where they had so impertinently behaved to me, asking that no further notice should be taken of it, but that I did not like to be treated in that way in the face of all the people. Constable Mulquin's manner to Inspector Read bid fair to be much the same as it had been to me, until the constable was pulled up with a round turn by the Inspector; and the other constable stood by with an insolent and defiant air.

It may very well be that in the first instance I did not mention my name or office, for naturally I do not like to say publicly I am so and so; and constables should be civil to all persons, and not merely to Ministers; but it is abundantly clear from the way in which these two men behaved, even after I repeatedly stated my name and office, that it would have made no difference.

I do not wish any severe punishment to be awarded to these men, but I certainly think their conduct deserves a reprimand.

I very gladly add that this was the only incivility I witnessed on the part of any of the police that day; and as I was looking for some friends I had occasion repeatedly during the morning to be at all the other barricades.

J.G.L.I.,

4/8/81.

No. 4.

Sir George Innes to The Inspector General of Police.

SIR GEORGE INNES hopes that the Inspector General will listen to his intercession on behalf of Constable Mulquin, who has been recently punished for incivility to Sir George Innes.

Sir George Innes would deem it a great personal favour if the Inspector General would restore Mulquin to his former position in the force; and he trusts that the Inspector General can see his way to doing this without impairing discipline, the maintenance of which is no doubt essential to the well-being of the Police Establishment.—17/8/81.

If Mr. Read can (taking into consideration Constable Mulquin's previous good character) recommend his restoration, say next month, to his former rank, I shall be glad to reinstate him.—E.F., 17/8/81. Mulquin has been well conducted during the five years he has been in the Force, with the exception of his misconduct toward Sir George Innes. I recommend that he be reinstated in his position of first class constable from the first proximo.—J. READ, 18/8/81. Approved.—E.F., 18/8/81. Superintendent Read, Sydney.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

FRANCIS O'MEARA.
(PETITION OF.)

Received by the Legislative Assembly, 19 July, 1881.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.
May it please your Honorable House,—

The humble Petition of Francis O'Meara, of 13, Bathurst-street West, in the City of Sydney,—

RESPECTFULLY SHOWETH:—

1. That your Petitioner arrived in this Colony, by an order of the Prince Regent, in the year 1819, to join his father.

2. That your Petitioner entered the Police Force about the year 1825, and served nineteen years, eleven of which he was a conductor in the Force, during which period your Petitioner served under Captain Rossi, Colonel Morrisett, Colonel Wilson, Mr. Myles, Captain Innes, and Mr. Day.

3. That during such service your Petitioner arrested and brought to justice three murderers, several armed desperadoes, for which he was complimented by then Chief Justice, Sir Francis Forbes, Judges Dowling and Stephen, which testimonials were left at the Colonial Secretary's Office, and cannot now be found.

4. That your Petitioner is now eighty years of age and in destitute circumstances, and prays that your Honorable House will take his case into favourable consideration.

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

FRANCIS O'MEARA.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

IMMIGRATION.

(REPORTS FROM IMMIGRATION AGENT AND OTHERS—SHIP "BLAIRGOWRIE.")

Ordered by the Legislative Assembly to be printed, 5 July, 1881.

FURTHER RETURN to an *Address* adopted by the Honorable the Legislative Assembly of New South Wales on the 6th July, 1877, That, in the opinion of this House, there should be laid upon the Table of this House,—

“(1.) Copies of all Reports, since 1875 to date, from the Agent General, the Health Officer, and Agent for Immigration, to the Government, relative to the despatch of Emigrants from England or elsewhere, and after their inspection on arrival in the Colony by each ship.

“(2.) That similar Reports should henceforward be laid upon the Table of the House as soon as practicable after the arrival and inspection of the Immigrants by each ship.

“(3.) That the above Resolutions be communicated by Address to His Excellency the Governor.”

(*Mr. Macintosh.*)

IMMIGRATION.

The Agent for Immigration to The Principal Under Secretary.

Sir,

Immigration Office, Sydney, 11 May, 1881.

I have the honor to report the arrival, on the 28th ultimo, of the ship "Blairgowrie," from Plymouth, with immigrants, having left that port on the 31st January, thus completing the voyage in eighty-seven days.

The contract price, as per charter-party, is at the rate of £12 12s. per statute adult.

2. This vessel is particularly well adapted for the conveyance of immigrants; is very lofty 'tween decks, with good ventilation; she arrived in very good condition. All arrangements for the comfort of the immigrants were most satisfactory.

3. The immigrants by this vessel consisted of 32 married couples (less one wife who died on the voyage), 84 children, 108 single men, and 93 single women.

Their nationality is noted in the margin.

In addition to the amount of £583 paid by depositors in the Colony, a further sum of £106 was paid to the Agent General in London, making a total of £689 paid by the immigrants, or by their friends, towards their cost of passage.

All the immigrants by this vessel (with the exception of two individuals who, being over fifty years of age, paid full cost of passage money, viz., £15 each) were nominated by relatives or friends in this Colony.

4. Herewith is annexed an abstract return of the disposal of the immigrants.

Two deaths and three births occurred during the voyage.

5. On examination, by the Board of Immigration, of the single women at the Depôt, and of the married people and single men on board the ship, all expressed themselves well satisfied both as regards the good quality and the sufficient quantity of all provisions issued to them during the voyage.

6. The single women were received at the Depôt on the day of the ship's arrival. The greater number were discharged on the two following days to their friends, leaving only 28 who were willing to engage as domestic servants; these readily found employment at an average rate of wages of 8s. 4d. per week.

7. Free passes by railway and by coasting steamers were granted to 163 of the immigrants who desired to proceed into the country districts, as per following:—

SUMMARY.

Why proceeding.	Married People.	Children.	Single Men.	Single Women.
Hired ... ..	.....	.....	11	2
To or with friends	17	49	38	29
Seeking employment in districts selected by themselves ... ..	.....	.....	.....	.....
General Total (163)	17	49	49	31

These proceeded to forty-four different localities in the country districts.

The remainder of the immigrants, viz., 190, left the ship without any notification as to their proposed destination.

8. The surgeon-superintendent, Charles H. Gibson, Esq., appears to have performed his duties in a satisfactory manner; it is therefore recommended that he receive the promised gratuity of 14s. per head for this his sixth voyage in charge of immigrants; also that he receive the usual certificate entitling him to the further sum of £60 towards the cost of his return passage to England.

9. The surgeon-superintendent reports of the matron, Mrs. Kent, that "she performed her duties in an efficient, zealous, and good-natured manner." It is therefore recommended that she receive the promised gratuity of £40; also the usual certificate entitling her to the further sum of £30 towards the cost of her return passage to England.

10. Dr. Gibson reports of the master and officers of the ship that they afforded him every assistance. The usual gratuity of 4s. per head on the immigrants landed alive is recommended to be thus distributed:—To the master, 1s. 6d. per head; to the chief officer, and to the person who served out the provisions, each, 1s. per head; and 6d. per head to the second officer.

11. Other gratuities (as per letter of instructions from the Agent General) are recommended to be paid as follows:—To the schoolmaster, £5; water-closet constable, £5; engineer, £5; cook, £5; cook's assistant, £3; baker, £3; sub-matron, £3; ordinary constables (eight) £24; lamp constable, £3; hospital assistant, £3—total, £59. Also, on the special recommendation of the surgeon-superintendent, the sum of £3 to the nurse whom he found it necessary to appoint.

12. The surgeon-superintendent reports that no serious disease occurred during the voyage.

I have, &c.,

GEORGE F. WISE,

Agent for Immigration.

Ship

English 139
Irish 176
Scotch 25
Other countries 13
353

Ship "Blairgowrie," arrived at Sydney, 28th April, 1881.

Number of births on board :—Males, 3.

Nominal list of deaths on board.

No.	Name.	Age.	Disease.
1	— Simmons	2 hours	Premature birth.
2	Rebecca Johnston	29 years	Heart affection. Death sudden ; two hours' illness. Collapse.

Disposal of the Immigrants.

How disposed of.	Married couples with their children under 12 years of age.		Single Females.	Single Males.	Remarks.
	Married couples.	Children under 12 yrs.			
1. Left the ship to join their friends or hire on their own account	15	35	.....	59	
2. Left the ship under engagements to proceed into the country ... ..	.....	.....	.....	11	
3. Forwarded at their own request into the country by railway and by steam-boat	17	49	.....	38	
4. Received at the Immigration Depôt, widows and children included ... ..	.....	.....	109	} *28 hired as domestic servants at an average rate of wages of 8s. 4d. per week.	
5. Left the Depôt to join their friends ... ..	.....	.....	81		
6. Hired from the Depôt ... ..	.....	.....	28*		

Government Immigration Office,
Sydney, 11 May, 1881.

GEORGE F. WISE,
Agent for Immigration.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

IMMIGRATION.

(REPORTS FROM IMMIGRATION AGENT AND OTHERS—SHIP "DEVON.")

Ordered by the Legislative Assembly to be printed, 5 July, 1881.

FURTHER RETURN to an *Address* adopted by the Honorable the Legislative Assembly of New South Wales on the 6th July, 1877, That, in the opinion of this House, there should be laid upon the Table of this House,—

- “(1.) Copies of all Reports, since 1875 to date, from the Agent General, the Health Officer, and Agent for Immigration, to the Government, relative to the despatch of Emigrants from England or elsewhere, and after their inspection on arrival in the Colony by each ship.
- “(2.) That similar Reports should henceforward be laid upon the Table of the House as soon as practicable after the arrival and inspection of the Immigrants by each ship.
- “(3.) That the above Resolutions be communicated by address to His Excellency the Governor.”

(*Mr. Macintosh.*)

IMMIGRATION.

The Agent for Immigration to The Principal Under Secretary.

Sir,

Immigration Office, Sydney, April 11, 1881.

I have the honor to report the arrival from Plymouth, on the 28th ultimo, of the ship "Devon," with immigrants, having left that port on the 12th December, 1880, thus completing the voyage in 106 days.

The contract price, as per charter-party, is at the rate of £14 5s. per statute adult.

2. The "Devon" arrived in port in good order; all the arrangements for the comfort and convenience of the immigrants were most satisfactory.

3. The immigrants by this vessel consisted of 38 married couples, 88 children, 116 single men, and 112 single women.

Their nationality is noted in the margin.

English 133
Irish 208
Scotch 86
Other coun-tries 15

892

In addition to the sum of £646 paid by depositors in the Colony, a further sum of £76 was paid to the Agent General in London, making a total of £722 paid by the immigrants themselves, or on their account by depositors in the Colony towards the cost of their passage.

All the immigrants by this vessel were nominated by depositors in the Colony, with the exception of one individual, who, being above 50 years of age, was permitted to come with the other members of his family on payment of the full cost of his passage, viz:—£15.

4. Herewith is annexed an abstract return of the disposal of the immigrants. During the voyage there occurred five deaths, and two births.

5. On examination, by the Board of Immigration, of the single women at the Dépôt, and of the married people and single men on board the ship, all expressed themselves well satisfied both in respect of the good quality and of the sufficient quantity of all provisions issued to them during the voyage.

6. The single women were as usual received at the Dépôt, from whence the greater number were discharged to the friends who had sent for them leaving only twenty, who were willing to engage as domestic servants; these readily found engagements from the Dépôt, at an average rate of wages of 8s. 6d. per week.

7. Free passes by railway and by coasting steamers were granted to 183 of the immigrants who wished to proceed into the country districts, as per following:—

SUMMARY.

Why proceeding.	Married.	Children.	Single Men.	Single Women.
Hired... ..	.....	.....	1	.....
To or with friends	22	63	44	31
Seeking employment in districts selected by themselves...	.....	.....	.....	.....
General Total... .. (183)	22	63	45	31

These proceeded to forty-one different localities in the country.

The remainder of the immigrants, viz., 209, left the ship immediately after arrival, without notifying their proposed destination.

8. The surgeon-superintendent James Smith, Esquire, appears to have given every satisfaction in the discharge of his duties; he is therefore recommended as entitled to receive the promised gratuity as per letter of instructions from the Agent General of 10s. per head on the immigrants landed alive, for this his eighth voyage in charge of immigrants; also to receive the usual certificate entitling him to a further sum of £60 towards the cost of his return passage to England.

9. The surgeon-superintendent reports of the matron, Mrs. Agnes Osborne, that she performed her duties fairly well; it is therefore recommended that she receive the promised gratuity of £30, also the usual certificate entitling her to a further sum of £30 towards the cost of her return passage to England.

10. Dr. Smith reports favourably of the master and officers of the ship. The usual gratuity of 4s. per head on the immigrants landed alive is therefore recommended to be thus distributed. To the master 1s. 6d. per head, to the chief officer, and to the person who served out the provisions, each 1s. per head; and 6d. per head to the second officer.

11. Other gratuities (as per letter of instructions from the Agent General) are recommended to be paid as follows, viz.:—To the schoolmaster, £5; W.-C. constable, £5; engineer, £5; cook, £5; cook's assistant, £3; baker, £3; sub-matrons (3), £9; ordinary constables (9), £27; lamp constables, £3; hospital assistant, £3—total, £68. Also on the special recommendation of the surgeon-superintendent, the sum of £2 to each of the two nurses whom he found it necessary to appoint.

12. The surgeon-superintendent reports that no disease of an infectious or contagious nature occurred during the voyage.

I have, &c.,

GEORGE F. WISE,

Agent for Immigration

Ship.

Ship "Devon" arrived at Sydney, 28th March, 1881.

Number of births on board:—Females, 2.

Nominal list of deaths on board:—

No.	Name.	Age.	Disease.
1	M'Pherson Margaret	1 year	Tuberculosis.
2	Cooksey Charlotte	1 year	Ditto.
3	Beech John	2 years	Cerebral apoplexy.
4	Walker William J.	Infant	Marasmus.
5	Cooksey Joseph ... ..	.....	Capillary bronchitis.

Disposal of the Immigrants.

How disposed of.	Married couples with their children under 12 years of age.		Single Females.	Single Males.	Remarks.
	Married couples.	Children under 12 yrs.			
1. Left the ship to join their friends, or hire on their own account	16	25	...	71	
2. Left the ship under engagements to proceed into the country ... ..	...	...	...	1	
3. Forwarded at their own request into the country by railway and by steam-boat...	22	63	...	44	
4. Received at the Immigration Depôt, widows and children included...	...	..	133	...	*20 hired as domestic servants, at an average rate of wages of 8s. 6d. per week.
5. Left the Depôt to join their friends ... ..	...	...	113	...	
6. Hired from the Depôt ... ..	...	...	*20	...	

Government Immigration Office,
Sydney, 11 April, 1881.

GEORGE F. WISE,
Agent for Immigration.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

IMMIGRATION.

(REPORTS FROM IMMIGRATION AGENT AND OTHERS—SHIP "CLYDE.")

Ordered by the Legislative Assembly to be printed, 12 July, 1881.

FURTHER RETURN to an *Address* adopted by the Honorable the Legislative Assembly of New South Wales, on the 6th July, 1877, That, in the opinion of this House, there should be laid upon the Table of this House,—

- “ (1.) Copies of all Reports, since 1875 to date, from the Agent General, the Health Officer, and Agent for Immigration, to the Government, relative to the despatch of Emigrants from England or elsewhere, and after their inspection on arrival in the Colony by each ship.
- “ (2.) That similar Reports should henceforward be laid upon the Table of the House as soon as practicable after the arrival and inspection of the Immigrants by each ship.
- “ (3.) That the above Resolutions be communicated by Address to His Excellency the Governor.”

(*Mr. Macintosh.*)

IMMIGRATION.

The Agent General to The Colonial Secretary.

5, Westminster Chambers, S.W., 11 February, 1881.

Sir, I have the honor to inform you that the ship "Clyde," of 1,140 tons register, has been chartered for the conveyance of emigrants from Plymouth to Sydney, New South Wales, to be ready to embark passengers on the 7th March next.

The rates are as follows, viz. :—If 250 and under 275, £13 13s. 9d. ; if 275 and under 300, £13 8s. 9d. ; 300 and upwards, £13 3s. 9d.

I have, &c.,
SAUL SAMUEL

The Agent General to The Colonial Secretary.

5, Westminster Chambers, 14 March, 1881.

Sir, With reference to my letter of the 11th February, announcing the engagement of the "Clyde" for the conveyance of the emigrants to Sydney, I have the honor to enclose herewith a copy of the charter-party of that vessel.

The ship will sail from Plymouth with the passengers described in the accompanying list.

The undermentioned gratuities have been promised on condition that the several parties shall have performed their duties to the satisfaction of the Government, viz. :—To the surgeon-superintendent, Mr. William Baly (first voyage), 10s. on each emigrant landed alive ; the master, the first mate, the second mate, the third mate, or person who serves out the provisions, 4s. on each emigrant landed alive, to be divided as the surgeon-superintendent recommends, subject to the approval of the Government ; the schoolmaster, £5 ; the matron, £40 ; sub-matrons, £3 each ; the cook, £5 ; the cook's assistant, £3 ; the baker, £3 ; the men in charge of the distilling apparatus, £5 ; the hospital assistant, £3 ; the water-closet constable, £5 ; the ordinary and female mess constables, each £3.

I have, &c.,
SAUL SAMUEL

The Agent General to The Colonial Secretary.

5, Westminster Chambers, S.W., 24 March, 1881.

Sir, Referring to my despatch of the 11th February last (No. 3-81 Emigration), reporting the chartering of the ship "Clyde," I have now the honor to advise you of the sailing of that vessel on the 19th instant, with 331 emigrants on board, equal to 280 statute adults, and to enclose,—

1st. Alphabetical list of emigrants, giving their names, ages, and occupations, also the total sum received by the Emigration Officer in cases where insufficient or no deposits were made in the Colony for relatives desirous of accompanying their respective families, which amount has been paid into the Bank of New South Wales.

2nd. Return of the emigrants embarked, distinguishing the sexes, adults and children, together with numbers of the various nationalities.

3rd. Certificate of Dr. William Baly, of his examination of the emigrants before embarkation, as well as of the medicine-chest, and provisions and stores for the voyage.

I have, &c.,
SAUL SAMUEL

The Agent for Immigration to The Principal Under Secretary.

Immigration Office, Sydney, 7 July, 1881.

Sir, I have the honor to report the arrival from Plymouth on the 23rd ultimo, of the ship "Clyde," with immigrants, having left that port on the 19th March, thus completing the voyage in ninety-six days.

The contract price, as per charter-party, is at the rate of £13 8s. 9d. per statute adult.

2. The ship arrived in good order ; all arrangements for the comfort and convenience of the immigrants were most satisfactory.

The surgeon-superintendent however reports as follows :—"With respect to the medicines and medical instruments, I would suggest that the list of medicines and surgical appliances should be thoroughly revised and altered, as most of them are very old-fashioned, and might be advantageously changed for others of more modern date."

3. The immigrants by this vessel consisted of 29 married couples, with their 89 children, 85 single men, and 97 single women.

Their nationality is noted in the margin.

English	....	114
Irish	....	172
Scotch	....	85
Other countries	....	8
		320

In addition to the amount of £518 paid by depositors in the Colony, a further sum of £115 was paid direct to the Agent General in London, making a total of £633 paid by immigrants or by their friends towards the cost of their passage to this Colony. All the immigrants by this vessel were nominated by depositors in the Colony, with the exception of one married couple who, being over fifty years of age, were allowed to accompany the other members of their family on payment of the full cost of passage, viz., £15 each.

4th. Herewith is annexed an abstract return of the disposal of the immigrants. No births occurred during the voyage, but there were two deaths.

5. On examination by the Board of Immigration of the married people and single men on board the ship, and of the single women at the Depot, all expressed themselves well satisfied both as regards the good quality and the sufficient quantity of the provisions issued to them during the voyage.

6. The single women were received at the Depôt, from whence the greater number were discharged to the friends who had nominated them, leaving only ten, who obtained engagements as domestic servants at an average rate of wages of 8s. 5d. per week.

7. Free passes by railway and by coasting steamers were granted to 125 of the immigrants who wished to proceed into the country districts as per following:—

SUMMARY.

Why Proceeding.	Married.	Children.	Single Men.	Single Women.
Hired... ..	.....	.....	4	.....
To or with friends	13	38	27	30
Seeking employment in districts selected by themselves...	.....	.....	.....	.....
General Total (125)	13	38	31	30

These proceeded to thirty-five different localities in various parts of the Colony.

The remaining portion of the immigrants left the ship on the first day to join their friends in Sydney.

8. The surgeon-superintendent, William Baly, Esquire, appears to have given every satisfaction in the discharge of his duties; he is therefore recommended as entitled to receive the promised gratuity of 10s. per head for this his first voyage in charge of immigrants to New South Wales; also to receive the usual certificate entitling him to the further sum of £60 towards the cost of his return passage to England.

9. The surgeon-superintendent reports of the matron, Miss Mary Jones, that "she performed her duties exceedingly well," and that "the good behaviour of the single women was in a great measure due to her excellent management." It is therefore recommended that she receive the promised gratuity of £40 for this her eighth voyage in charge of female immigrants; also that she receive the usual certificate entitling her to the further sum of £30 towards the cost of her return passage to England.

10. The surgeon-superintendent reports that the master and officers of the ship afforded him every assistance. It is therefore recommended that the usual gratuity of 4s. per head be thus distributed:—To the captain 1s. 6d. per head; to the chief mate, and to the officer who served out the provisions, each 1s. per head; and 6d. per head to the second mate.

11. Other gratuities, as per letter of instructions from the Agent General, are recommended to be paid as follows, viz.:—To the schoolmaster, £5; w.-c. constable, £5; engineer, £5; cook, £5; cook's assistant, £3; baker, £3; sub-matrons (3), £9; ordinary constables (9), £27; lamp constable, £3; hospital assistant, £3;—total, £68.

12. The surgeon-superintendent reports that whooping-cough, diarrhoea, and bronchitis were the principal diseases which occurred during the voyage.

I have, &c.,
 GEORGE F. WISE,
 Agent for Immigration.

Ship "Clyde," arrived at Sydney, 23rd June, 1881.

Births on board:—Nil.

Nominal List of Deaths on Board.

No.	Name.	Age.	Disease.
1	Pharoah George Perry	2 years	Bronchitis.
2	William Morrison	14 months... ..	Malnutrition.

Disposal of the Immigrants.

How disposed of.	Married Couples with their children under 12 years of age.		Single Females.	Single Males.	Remarks.
	Married Couples.	Children under 12 yrs.			
1. Left the ship to join their friends, or hire on their own account	16	51	...	54	
2. Left the ship under engagements to proceed into the country ... ..	...	...	...	4	
3. Forwarded at their own request into the country by railway and by steam-boat...	13	38	...	27	
4. Received at the Immigration Depôt, widows and children included... ..	...	...	123	...	
5. Left the Depôt to join their friends ... ..	...	...	113	...	*10 hired as domestic servants at an average rate of wages of 8s. 5d. per week.
6. Hired from the Depôt ... ..	...	...	*10	...	

Government Immigration Office,
 Sydney, 7 July, 1881.

GEORGE F. WISE,
 Agent for Immigration.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

IMMIGRATION.

(REPORTS FROM IMMIGRATION AGENT AND OTHERS—SHIP "PETERBOROUGH.")

Ordered by the Legislative Assembly to be printed, 2 August, 1881.

FURTHER RETURN to an *Address* adopted by the Honorable the Legislative Assembly of New South Wales on the 6th July, 1877, That, in the opinion of this House, there should be laid upon the Table of this House,—

- “(1.) Copies of all Reports, since 1875 to date, from the Agent General, the Health Officer, and Agent for Immigration, to the Government, relative to the despatch of Emigrants from England or elsewhere, and after their inspection on arrival in the Colony by each ship.
- “(2.) That similar Reports should henceforward be laid upon the Table of the House as soon as practicable after the arrival and inspection of the Immigrants by each ship.
- “(3.) That the above Resolutions be communicated by Address to His Excellency the Governor.”

(*Mr. Macintosh.*)

IMMIGRATION.

The Agent General to The Colonial Secretary.

Sir,

5, Westminster Chamber, S.W., 24 March, 1881.

I have the honor to inform you that the ship "Peterborough," of 1,680 tons register, has been chartered for the conveyance of emigrants from Plymouth to Sydney, New South Wales, to be ready to embark passengers on the 25th April next.

The rates are as follows, viz. :—

	£	s.	d.
If 250 and under 275	15	7	6
„ 275 „ 300	14	5	0
„ 300 „ 325	13	15	0
„ 325 „	13	10	0

I have, &c.,
SAUL SAMUEL.

The Agent General to The Colonial Secretary.

Sir,

5, Westminster Chambers, 25 April, 1881.

With reference to my letter of the 24th ultimo, announcing the engagement of the "Peterborough" (No. 4) for the conveyance of the emigrants to Sydney, I have the honor to enclose herewith a copy of the charter-party of that vessel.

The ship will sail from Plymouth with the passengers described in the accompanying list.

The undermentioned gratuities have been promised on condition that the several parties shall have performed their duties to the satisfaction of the Government, viz. :—To the surgeon-superintendent, Mr. Richard Dawes, eighth voyage, 16s. on each emigrant landed alive; to the master, the first mate, the second mate, and the person who serves out the provisions, 4s. on each emigrant landed alive—to be divided as the surgeon-superintendent recommends, subject to the approval of the Government; the schoolmaster, £5; the matron, £40; sub-matrons, £3 each; the cook, £5; the cook's assistant, £3; the baker, £3; the men in charge of the distilling apparatus, £5; the hospital assistant, £3; the water-closet constable, £5; the ordinary and female mess constables, each £3.

I have, &c.,
SAUL SAMUEL.

The Agent General to The Colonial Secretary.

Sir,

5, Westminster Chambers, S.W., 6 May, 1881.

Referring to my despatch of the 24th March last (No. 9 Emigration—81), reporting the chartering of the ship "Peterborough," I have now the honor to advise you of the sailing of that vessel on the 29th ultimo, with 395 emigrants on board, equal to 335 statute adults, and to enclose :—

1st. Alphabetical list of emigrants, giving their names, ages, and occupations; also the total sum received by the Emigration Officer, in cases where insufficient or no deposits were made in the Colony for relatives desirous of accompanying their respective families, which amount has been paid into the Bank of New South Wales.

2nd. Return of the emigrants embarked, distinguishing the sexes, adults, and children, together with numbers of the various nationalities.

3rd. Certificate of Dr. Dawes, of his examination of the emigrants before embarkation, as well as of the medicine chest, and provisions and stores for the voyage.

I have, &c.,
SAUL SAMUEL.

The Agent for Immigration to The Principal Under Secretary,

Sir,

Immigration Office, Sydney, 29 July, 1881.

I have the honor to report the arrival from Plymouth, on the 17th instant, of the ship "Peterborough," with immigrants, having left that port on the 29th April, thus completing the voyage in 79 days.

The contract price, as per charter-party, is at the rate of £13 10s. per statute adult.

2. The "Peterborough" arrived in port in a very clean and satisfactory condition. The excellent accommodation for the comfort of the immigrants is a great recommendation in favour of this vessel.

3. The immigrants by this vessel consisted of 30 married couples, 108 children, 101 single men, and 126 single women, all of whom were nominated by friends in this Colony.

Their nationality is noted in the margin.

In addition to the sum of £637 paid by depositors in this Colony, a further sum of £30 was paid to the Agent General in London, making a total of £667 contributed by the immigrants or their friends towards the cost of their passage to this Colony.

4. Herewith is annexed an abstract return of the disposal of the immigrants. Neither birth nor death occurred during the voyage.

5. On examination, by the Board of Immigration, of the single women at the Depôt, and of the married people and single men on board the ship, all expressed themselves well satisfied both as regards the good quality and the sufficient quantity of all provisions issued to them during the voyage.

6. The single women were as usual received at the Depôt, from whence the greater number were discharged to their friends, leaving only 22 for hire as domestic servants; these readily obtained engagements at an average rate of wages of 8s. 6d. per week.

7.

English	99	
Irish	244	
Scotch	34	direct
Other coun- tries	18	friends
	305	

7. A large number of the immigrants left the ship on the first and second day after arrival without notifying their proposed destination; the remainder were provided with passes by railway and by steamers as per following:—

SUMMARY.

Why proceeding.	Married.	Children.	Single Men.	Single Women.
Hired ... ..	.....	.....	2	.....
To or with friends	13	52	36	43
Seeking employment in districts selected by themselves...	.....	.....	.....	.....
General Total—Souls ... (159)	13	52	38	43

These were forwarded to 39 localities, situated in various parts of the Colony.

8. The surgeon-superintendent, Richard Dawes, Esquire, appears to have given every satisfaction in the discharge of his duties; he is therefore recommended as entitled to receive the promised gratuity of 16s. per head on the immigrants landed alive, for this his eighth voyage in charge of immigrants; also to receive the usual certificate entitling him to the further sum of £60 towards the cost of his return passage to England.

9. The surgeon-superintendent reports of the matron, Miss Jane Chicken, that she was "anxious, energetic, and kind in promoting the welfare of those under her charge"; it is therefore recommended that she receive the promised gratuity of £40, also the usual certificate entitling her to the further sum of £30 towards the cost of her return passage to England.

10. The surgeon-superintendent reports that every assistance was rendered to him by the master and officers of the ship; it is therefore recommended that the usual gratuity of 4s. per head on the immigrants landed alive should be thus distributed:—To the master, 1s. 6d. per head; to the chief officer, and to the person who served out the provisions, each 1s. per head; and 6d. per head to the second officer.

11. Other gratuities (in accordance with the letter of instructions from the Agent General) are recommended to be paid as follows, viz.:—To the schoolmaster, £5; w.-c. constable, £5; engineer, £5; cook, £5; cook's assistant, £3; baker, £3; sub-matrons (3), £9; ordinary constables (9), £27; lamp constable, £3; hospital assistant, £3—total, £68. Also, on the special recommendation of the surgeon-superintendent, the sum of £3 and of £1 respectively to each of the two nurses whom he found it necessary to appoint.

12. The surgeon-superintendent reports that the immigrants were generally healthy, and "no specific disorders appeared but those of ordinary occurrence, such as bronchitis, rheumatism, and constipation."

I have, &c.,

GEORGE F. WISE,

Agent for Immigration.

Ship "Peterborough" arrived at Sydney, 17th July, 1881.

Number of births on board:—Nil.

Nominal list of deaths on board:—Nil.

Disposal of the Immigrants.

How disposed of.	Married couples with their children under 12 years of age.		Single Females.	Single Males.	Remarks.
	Married couples.	Children under 12 yrs.			
1. Left the ship to join their friends, or hire on their own account	17	56	...	63	
2. Left the ship under engagements to proceed into the country ... ..	...	...	...	2	
3. Forwarded at their own request into the country by railway and by steam-boat...	13	52	...	36	
4. Received at the Immigration Depôt, widows and children included...	...	...	153	...	*22 hired as domestic servants, at an average rate of wages of 8s. 6d. per week.
5. Left the Depôt to join their friends ... ..	...	...	131	...	
6. Hired from the Depôt ... ..	...	...	*22	...	

Government Immigration Office,
Sydney, 29 July, 1881.

GEORGE F. WISE,
Agent for Immigration.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

IMMIGRATION.

(REPORTS FROM IMMIGRATION AGENT AND OTHERS—SHIP "NINEVEH.")

Ordered by the Legislative Assembly to be printed, 20 October, 1881.

FURTHER RETURN to an *Address* adopted by the Honorable the Legislative Assembly of New South Wales, on the 6th July, 1877, That, in the opinion of this House, there should be laid upon the Table of this House,—

- “(1.) Copies of all Reports, since 1875 to date, from the Agent General, the Health Officer, and Agent for Immigration, to the Government, relative to the despatch of Emigrants from England or elsewhere, and after their inspection on arrival in the Colony by each ship.
- “(2.) That similar Reports should henceforward be laid upon the Table of the House as soon as practicable after the arrival and inspection of the Immigrants by each ship.
- “(3.) That the above Resolutions be communicated by Address to His Excellency the Governor.”

(*Mr. Macintosh.*)

IMMIGRATION.

The Agent General to The Colonial Secretary.

Sir, 5, Westminster Chambers, S.W., 1 July, 1881.

Referring to my despatch of the 19th May last (No. 16 Emigration, /81), reporting the chartering of the ship "Nineveh," I have now the honor to advise you of the sailing of that vessel on the 18th ultimo, with 377 emigrants on board, equal to 333½ statute adults, and to enclose:—

1st. Alphabetical list of emigrants, giving their names, ages, and occupations, also the total sum received by the Emigration Officer in cases where insufficient or no deposits were made in the Colony for relatives desirous of accompanying their respective families, including payments for general assisted applicants, which amount has been paid into the Bank of New South Wales.

2nd. Return of the emigrants embarked, distinguishing the nominations made in the Colony, general assisted, sexes, adults and children, together with numbers of the various nationalities.

3rd. Certificate of Dr. C. E. Strutt, of his examination of the emigrants before embarkation, as well as of the medicine-chest, and provisions and stores for the voyage.

I have, &c.,
SAUL SAMUEL.

The Agent General to The Colonial Secretary.

Sir, 5, Westminster Chambers, S.W., 19 May, 1881.

I have the honor to inform you that the ship "Nineveh," of 1,174 tons register, has been chartered for the conveyance of emigrants from Plymouth to Sydney, New South Wales, to be ready to embark passengers on the 13th June next.

The rates are as follows, viz.:—If 275 and under 300, £13 15s.; if 300 and under 325, £13 8s.; 325 and upwards, £13 5s.

I have, &c.,
SAUL SAMUEL.

The Agent General to The Colonial Secretary.

Sir, 5, Westminster Chambers, 13 June, 1881.

With reference to my letter of the 19th ultimo, announcing the engagement of the "Nineveh" (No. 4) for the conveyance of the emigrants to Sydney, I have the honor to enclose herewith a copy of the charter-party of that vessel.

The ship will sail from Plymouth with the passengers described in the accompanying list.

The undermentioned gratuities have been promised on condition that the several parties shall have performed their duties to the satisfaction of the Government, viz.:—To the surgeon-superintendent, Mr. C. E. Strutt (eighth voyage), 16s. on each emigrant landed alive; the master, the first mate, the second mate, the third mate, or person who serves out the provisions, 4s. on each emigrant landed alive, to be divided as the surgeon-superintendent recommends, subject to the approval of the Government; the schoolmaster, £5; the matron, £40; sub-matrons, £3 each; the cook, £5; the cook's assistant, £3; the baker, £3; the men in charge of the distilling apparatus, £5; the hospital assistant, £3; the water-closet constable, £5; the ordinary and female mess constables, each £3.

I have, &c.,
SAUL SAMUEL.

The Agent for Immigration to The Principal Under Secretary.

Sir, Immigration Office, Sydney, 15 October, 1881.

I have the honor to report the arrival on the 22nd ultimo, of the ship "Nineveh," with immigrants, having left Plymouth on the 18th June, thus completing the voyage in ninety-six days.

The contract price, as per charter-party, is at the rate of £13 15s. per statute adult.

The report of the arrival of this ship has been delayed in consequence of the surgeon-superintendent having reported that Mary O'Donoghue and Eliza O'Donnell, two of the female immigrants, were insane. An immediate examination was made by Dr. Goode and Dr. Morgan, on whose certificate it was found necessary that they should be immediately conveyed to the asylum at Gladesville.

The Board of Immigration was summoned with as little delay as possible for the purpose of investigating as to these two several cases of lunacy. Their report thereon was forwarded on the 12th instant.

2. The "Nineveh" arrived in port in a good and cleanly condition. This vessel is well adapted for the conveyance of emigrants, but the surgeon-superintendent reported that "the position of the male hospital rendered it unsuitable during the hot weather for the reception of any sick," and that "the plumbers work in the single women's water-closet was unusually defective."

The attention of the health officer, Dr. Goode, on boarding the ship on arrival was drawn to these matters.

Dr. Goode reports as follows to the Board of Immigration:—"There seems to have been a great deal of trouble experienced during the voyage from the bad plumbing generally, the consequence of which was the bath-room was kept constantly wet, and water escaped from the closets, which is calculated to endanger the health of those on board."

With regard to the ventilation Dr. Goode also reports:—"The hatchways in the single women's compartment were rendered almost entirely useless for the purpose of ventilation, by having perforated zinc fixed across the entire area; this rendered the compartment excessively warm and oppressive." I recommend that in future this perforated zinc be dispensed with.

Referring

Referring to my report dated October 4th, 1877, of the arrival of this same ship, I noted therein the want of sufficient ventilation, and in the same report I stated that the cabin set apart for the matron was most inconveniently placed. The matron, on the present occasion, has made a complaint of a similar inconvenience. The attention of the Agent General might be specially invited to the report herein alluded to.

3. The immigrants by this vessel consisted of 26 married couples, 80 children, 91 single men, and 152 single women.

Their nationality is noted in the margin.

In addition to the sum of £646 paid by depositors in the Colony, a further sum of £97 was paid direct to the Agent General in London, making a total of £743 paid by immigrants or by their friends towards the cost of their passage to this Colony. All the immigrants by this vessel were nominated by depositors in the Colony under the regulations of 19 September, 1876, with the exception of two individuals, who paid the sum of £7 each to the Agent General in London, under the regulations of March 14, 1881.

English	92
Irish	237
Scotch	38
Other countries	8
	<hr/> 375

4. An abstract return of the disposal of the immigrants is herewith annexed. No births occurred during the voyage, but there were two deaths.

5. On examination by the Board of Immigration of the married people and single men on board the ship, and of the single women at the Depôt, all expressed themselves well satisfied both as regards the sufficient quantity and the good quality of the provisions issued to them during the voyage.

6. The single women were as usual received at the Depôt, from whence the greater number were discharged to the friends who had sent for them, leaving only twenty-two, who were readily engaged as domestic servants at an average rate of wages of 8s. 9d. per week.

7. Free passes by railway and by steamer were granted to 144 of the immigrants who proceeded to 36 different parts of the Colony, as per following:—

SUMMARY.

Why Proceeding.	Married.	Children.	Single Men.	Single Women.
Hired...	1	2	.....	.....
To or with friends ...	12	39	29	48
Seeking employment in districts selected by themselves...	.....	.....	.....	.....
General Total ... (144)	13	41	29	48

8. The surgeon-superintendent, Charles C. Strutt, Esquire, appears to have given general satisfaction; it is therefore recommended that he should receive the promised gratuity, as per letter of instructions from the Agent General, of 16s. per head on the immigrants landed alive, for this his eighth voyage in charge of emigrants to New South Wales; also to receive a certificate entitling him to the further sum of £60 towards the cost of his return passage to England.

It must, however, be noted that Dr. Strutt has neglected to notice in his journal the fact of the absence from deck of the master of the ship at frequently recurring intervals for days together during the voyage, and of his consequent neglect of duty. He appeared also to have been somewhat careless as to the carrying out of the Queen's Orders in Council relative to the lighting of the single women's compartment. The Agent General might be specially invited to notice this particular neglect on the part of Dr. Strutt should he again apply for the appointment of surgeon-superintendent.

9. The surgeon-superintendent reports of the matron, Mrs. L. Eagar, that "she discharged her duties very satisfactorily." It is therefore recommended that she receive the promised gratuity of £40; also the usual certificate entitling her to the further sum of £30 towards the cost of her return passage to England.

10. As one result of the investigation held by the Board of Immigration the Board has recommended that no gratuity be paid to the master, John Ross, and further, the Board recommend that Captain Ross be not again employed as master of a ship conveying emigrants to New South Wales. This latter recommendation might be specially notified to the Agent General.

With regard to the other officers of the ship it is recommended that the following gratuities be paid, viz.:—To the chief officer, 1s. 3d. per head; to the second officer, 6d. per head; to the person who served out the provisions, 8d. per head; and 4d. per head to the third officer who assisted in the serving out of the provisions.

11. Other gratuities, as per letter of instructions from the Agent General, are recommended to be paid as follows, viz.:—To the schoolmaster, £5; w.-c. constable, £5; engineer, £5; cook, £5; cook's assistant, £3; baker, £3; sub-matrons (3), £9; ordinary constables (9), £27; lamp constable, £3; hospital assistant, £3;—total, £68. Also, on the special recommendation of the surgeon-superintendent a gratuity of £6 and of £4 5s. to the first and second nurse, whom Dr. Strutt found it necessary specially to appoint.

12. The surgeon-superintendent reports that no contagious diseases occurred during the voyage.

I have, &c.,

GEORGE F. WISE,

Agent for Immigration.

Ship "Nineveh," arrived at Sydney, 22nd September, 1881.

Births on board:—Nil.

Nominal List of Deaths on Board.

No.	Name.	Age.	Disease.
1	James Galligher ...	15 months...	Meningitis.
2	Alison Craik ...	49 years ...	Chronic Gastritis.

Disposal

Disposal of the Immigrants.

How disposed of.	Married Couples with their children under 12 years of age.		Single Females.	Single Males.	Remarks.
	Married Couples.	Children under 12 yrs.			
1. Left the ship to join their friends, or hire on their own account	13	39	...	62	
2. Left the ship under engagements to proceed into the country	1	2	...	...
3. Forwarded at their own request into the country by railway and by steam-boat...	12	39	...	29	
4. Received at the Immigration Dépôt, widows and children included... ..	...	...	168	...	*21 hired as domestic servants at an average rate of wages of 8s. 9d. per week.
5. Left the Dépôt to join their friends ... ..	...	...	147	...	
6. Hired from the Dépôt ... ..	...	...	*21	...	

Government Immigration Office,
Sydney, 15 October, 1881.

GEORGE F. WISE,
Agent for Immigration.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

IMMIGRATION.

(REPORTS FROM IMMIGRATION AGENT AND OTHERS—SHIP "NORTHAMPTON.")

Ordered by the Legislative Assembly to be printed, 28 November, 1881.

FURTHER RETURN to an *Address* adopted by the Honorable the Legislative Assembly of New South Wales, on the 6th July, 1877, That, in the opinion of this House, there should be laid upon the Table of this House,—

- “(1.) Copies of all Reports, since 1875 to date, from the Agent General, the Health Officer, and Agent for Immigration, to the Government, relative to the despatch of Emigrants from England or elsewhere, and after their inspection on arrival in the Colony by each ship.
- “(2.) That similar Reports should henceforward be laid upon the Table of the House as soon as practicable after the arrival and inspection of the Immigrants by each ship.
- “(3.) That the above Resolutions be communicated by Address to His Excellency the Governor.”

(*Mr. Macintosh.*)

IMMIGRATION.

The Agent General to The Colonial Secretary.

5, Westminster Chambers, S.W., 14 July, 1881.

Sir, I have the honor to inform you that the ship "Northampton," of 1,161 tons register, has been chartered for the conveyance of emigrants from Plymouth to Sydney, New South Wales, to be ready to embark passengers on the 8th August next.

The rates are as follows, viz. :—If 250 and under 275, £14 ; 275 and under 300, £13 17s. 6d. ; 300 and upwards, £12 19s. 6d.

I have, &c.,
SAUL SAMUEL.

The Agent General to The Colonial Secretary.

5, Westminster Chambers, S.W., 8 August, 1881.

Sir, With reference to my letter of the 14th July, announcing the engagement of the "Northampton" for the conveyance of the emigrants to Sydney, I have the honor to enclose herewith a copy of the charter-party of that vessel.

The ship will sail from Plymouth with the passengers described in the accompanying list.

The undermentioned gratuities have been promised on condition that the several parties shall have performed their duties to the satisfaction of the Government, viz. :—To the surgeon-superintendent, C. H. Gibson (seventh voyage), 16s. on each emigrant landed alive; the master, the first mate, the second mate, the person who serves out the provisions, 4s. on each emigrant landed alive, to be divided as the surgeon-superintendent recommends, subject to the approval of the Government; the school-master, £5; the matron, £40; sub-matrons, £3 each; the cook, £5; the cook's assistant, £3; the baker, £3; the men in charge of the distilling apparatus, £5; the hospital assistant, £3; the water-closet constable, £5; the ordinary and female mess constables, each £3.

I have, &c.,
SAUL SAMUEL.

The Agent General to The Colonial Secretary.

5, Westminster Chambers, S.W., 26 August, 1881.

Sir, Referring to my despatch of the 14th July last (No. 25 Emigration, /81), reporting the chartering of the ship "Northampton," I have now the honor to advise you of the sailing of that vessel on the 12th instant, with 361 emigrants on board, equal to 306½ statute adults, and to enclose :—

1st. Alphabetical list of emigrants, giving their names, ages, and occupations, also the total sum received by the Emigration Officer in cases where insufficient or no deposits were made in the Colony for relatives desirous of accompanying their respective families, including payments for general assisted applicants, which amount has been paid into the Bank of New South Wales.

2nd. Return of emigrants embarked, distinguishing the nominations made in the Colony, general assisted, sexes, adults and children, together with numbers of the various nationalities.

3rd. Certificate of Dr. C. H. Gibson, of his examination of the emigrants before embarkation, as well as of the medicine-chest, and provisions and stores for the voyage.

I have, &c.,
SAUL SAMUEL.

The Agent for Immigration to The Principal Under Secretary.

Immigration Office, Sydney, 19 November, 1881.

Sir, I have the honor to report the arrival from Plymouth on the 7th instant of the ship "Northampton" with immigrants, having left that port on the 12th August, thus completing the voyage in eighty-seven days.

The contract price, as per charter-party, is at the rate of £12 19s. 6d. per statute adult.

2. The "Northampton" arrived in port in a cleanly condition, all the arrangements for the comfort and convenience of the immigrants were very satisfactory.

3. The immigrants by this vessel consisted of 46 married couples, 93 children, 70 single men, and 102 single women.

Their nationality is noted in the margin.

In addition to the sum of £367 paid by depositors in the Colony under the regulations of September 19, 1876, the further sum of £895 10s. was paid direct to the Agent General in London, under the Immigration Regulations of March 14, 1881, thus making a total of £1,262 10s. paid towards the cost of their passage either by the immigrants or by their friends in the Colony.

4. Herewith is annexed an abstract account of the disposal of the immigrants. During the voyage there occurred six deaths (infants); there were also two births.

5. On examination by the Board of Immigration of the married people and single men on board the ship, and of the single women at the Dépôt, all expressed themselves well satisfied with their treatment during the voyage.

6. The single women were as usual received at the Dépôt, of whom the greater number were delivered to the friends or relatives who had sent for them, leaving only twenty-three, who on the hiring day were immediately engaged as domestic servants at an average rate of wages of 9s. 7d. per week.

7.

English	186
Irish	144
Scotch	23
Other countries	4

357

7. Free passes by railway and by steamers were granted to 100 of the immigrants who wished to proceed into the country districts, as per following:—

SUMMARY.

Why Proceeding.	Married.	Children.	Single Men.	Single Women.
Hired... ..	1	.....	1	.....
To or with friends	4	18	28	19
Seeking employment in districts selected by themselves...	6	11	1	.....
General Total (100)	11	29	30	19

These proceeded to twenty-six different localities in the country.

The remainder of the immigrants, viz., 257, left the ship immediately after arrival without notifying their proposed destination.

8. The surgeon-superintendent, Charles H. Gibson, Esquire, appears to have given every satisfaction in the discharge of his duties; he is therefore recommended as entitled to receive the promised gratuity, as per letter of instructions from the Agent General, of 16s. per head on the immigrants landed alive, for this his seventh voyage in charge of emigrants; also to receive the usual certificate entitling him to the further sum of £60 towards the cost of his return passage to England.

9. The surgeon-superintendent reports of the matron, Mrs. Eliza Kent, that "she discharged her duties in an efficient manner." It is therefore recommended that she receive the promised gratuity of £40; also the usual certificate entitling her to the further sum of £30 towards the cost of her return passage to England.

10. Dr. Gibson reports favorably of the master and officers of the ship; it is therefore recommended that the promised gratuity of 4s. per head on the immigrants landed alive should be thus distributed, viz.:—To the master, 1s. 6d. per head; to the chief officer, and to the person who served out the provisions, 1s. each per head; and 6d. per head to the second officer.

11. Other gratuities, as per letter of instructions from the Agent General, are recommended to be paid as follows, viz.:—To the schoolmaster, £5; water-closet constable, £5; engineer, £5; cook, £5; cook's assistant, £3; baker, £3; sub-matrons (3), £9; ordinary constables (8), £24; lamp constables, £3; hospital assistant, £3;—total, £65. Also, on the special recommendation of the surgeon-superintendent the sum of £3 to the nurse, and of £2 to the assistant nurse, both of whom he found it necessary to appoint.

12. The surgeon-superintendent reports that scarlet fever, bronchitis, and whooping cough were the principal diseases which occurred during the voyage.

I have, &c.,

GEORGE F. WISE,

Agent for Immigration.

Ship "Northampton," arrived at Sydney, 7th November, 1881.

Births on board:—2 Males.

Nominal List of Deaths on Board.

No.	Name.	Age.	Disease.
1	Thomas, Ernest	Infant	Tabes Mesenterica.
2	Carnes, Evelyn	Infant	Marasmus.
3	Medlock, William	Infant	Do.
4	Shelmerdine, Arthur	1 year	Convulsions.
5	Jones, Sydney A.	Infant	Marasmus.
6	Barnes, James	1 year	Bronchitis.

Disposal of the Immigrants.

How disposed of.	Married Couples with their children under 12 years of age.		Single Females.	Single Males.	Remarks.
	Married Couples.	Children under 12 yrs.			
1. Left the ship to join their friends, or hire on their own account	35	64	...	40	
2. Left the ship under engagements to proceed into the country	1	...	...	1	
3. Forwarded at their own request into the country by railway and by steamboat...	10	29	...	29	
4. Received at the Immigration Depôt, widows and children included... ..	...	...	117	...	
5. Left the Depôt to join their friends ... ..	...	...	94	...	
6. Hired from the Depôt ... ..	...	...	*23	...	*23 hired as domestic servants at an average rate of wages of 9s. 7d. per week.

Government Immigration Office,
Sydney, 19 November, 1881.

GEORGE F. WISE,
Agent for Immigration.

1881.

NEW SOUTH WALES.

CHINESE IMMIGRATION ACT.

(DESPATCH.)

Presented to both Houses of Parliament, by Command.

SECRETARY OF STATE FOR THE COLONIES to GOVERNOR SIR JOHN YOUNG.

(No. 11.)

Downing-street,
26 February, 1862.

SIR,

I have to acknowledge your Despatch of 22nd November last, No. 87, enclosing an Act passed by the Legislature of New South Wales, entitled, "*An Act to regulate and restrict the Immigration of Chinese.*"

By this Act it is provided that no ship shall introduce Chinese into New South Wales in a greater proportion than 1 to every 10 tons of her burthen, and that for each Chinese arriving in the Colony, whether by sea or land, a tax of Ten pounds shall be paid. Those already in the Colony are however exempted, on obtaining a certificate from the nearest Clerk of Petty Sessions or Gold Commissioner, before the 28th of the present month. It is further provided that no certificates of naturalization shall in future be issued to Chinese.

You state that you felt so much doubt as to the policy of this Act that you were at first disposed to reserve it for the signification of Her Majesty's pleasure, but that as similar Acts passed in Victoria had received Her Majesty's assent, and as your Attorney General did not concur in the objections you took to some of the provisions, you decided not to withhold your assent from the Act, or to delay its coming into operation. The provisions which appeared to you specially objectionable, and to which you called the particular attention of the Attorney General, are those which restrict the number to be brought in any ship and prohibit naturalization for the future.

I perfectly understand and appreciate the sentiments which indisposed you to give your assent to this Act without previously submitting it for the consideration of Her Majesty's Government. It cannot be denied that exceptional legislation intended to exclude from any part of Her Majesty's Dominions the subjects of a State at peace with Her Majesty is highly objectionable in principle, and that recent transactions with the Chinese Government render it very inopportune to adopt such a measure towards Chinese subjects at this moment. Nevertheless Her Majesty's Government cannot shut their eyes to the exceptional nature of Chinese Immigration, and the vast moral evil which accompanies it. The entire absence of women among the immigrants, their addiction to the peculiar vices thence arising, their paganism and idolatrous habits must make them, where they bear any considerable proportion to the general population, a misfortune to any Colony situated as are the Australian Colonies. In New South Wales the Chinese Immigrants amount, as I understand, to about 21,000, or about 1 in 16 of the whole population, and they form, of course, a very much larger proportion of the adult males. I am compelled to admit that strong as are the objections, in point of principle, to legislation of this description, I could not advise Her Majesty to refuse her assent to a measure which the Legislature of New South Wales consider necessary to protect the Colony against so undeniable an evil.

But if the principle of such legislation be admitted, there remains the question whether the provisions by which it is proposed to carry it out are open to objection. Those provisions are—first, a restriction of the number to be introduced in proportion to a ship's size; second, a tax; and third, a denial of naturalization. You appear to consider the first and third of these provisions more objectionable than the second. In respect to the first, viz., the restriction of the number to be brought in a ship, it does not appear to me that any interference is required. If the right to obstruct Chinese Immigration be conceded, it is perhaps better that the obstruction should be directed to prevent the arrival of the immigrants than to discourage or harass them after they are arrived. The restriction

does not place the British shipowner at any disadvantage, as compared with others, inasmuch as it applies to all ships indifferently. All that is necessary is, that it should be made known in the Chinese ports from which emigrants are likely to proceed to New South Wales, and this information I shall direct the Governor of Hong Kong to make public.

In respect to the denial of naturalization I cannot but think that such a provision is unnecessary and impolitic. Unnecessary because the great bulk of the Chinese return to their country as soon as they have amassed some money. Impolitic because if any remain they will be the most intelligent of their race, and those most disposed to adopt the Christian religion and habits; and it is unwise to withhold from such persons any inducement to become good subjects. I should be glad, therefore, to hear that the Legislature of New South Wales had been induced to re-consider this provision, which, as it stands, gives an illiberal and harsh appearance to their legislation, which, I am sure, they did not intend.

The great vice of the Chinese Immigration is, as I have observed, its exclusively male character. The Chinese Immigration to the West Indies was formerly the same, and so strongly did Her Majesty's Government at that time feel its evil that they prohibited altogether the importation of Chinese by public funds. But latterly the obstacles to female emigration from China have been overcome by the energy and good management of the agent employed for the West Indian Colonies, and the recent policy of the Chinese Government gives room to hope that no further obstacle will be interposed on their part against such emigration. If a proportion of women could be obtained with the Chinese who proceed to New South Wales, the emigration, so far from being an evil, might become a benefit to the Colony. But as the emigration is spontaneous, and there is no British officer to control or influence it at the port of embarkation, there is no probability that any change in its nature will be made unless some inducement is held out to the Chinese by the legislation of New South Wales. It appears to me that such an inducement might be found in a relaxation of the present Act in favour of Chinese bringing their wives with them into the Colony. It might, for instance, be provided that in such a case the numbers to be allowed in any ship might be increased, or that the women should be admitted over and above the complement that the law allows, or the tax on men accompanied by their wives might be reduced, and no tax be required for the wife, and men so accompanied, if they desired to remain in the Colony, might, on certain conditions, obtain letters of naturalization. Such a measure might have a beneficial effect in China, and it would, at all events, serve to mark the feature in the immigration which constitutes its special objection, and it would divest the law of the imputation to which it might now be exposed—of being dictated by jealousy of the Chinese on the part of those with whom the Chinese might enter into competition as labourers or producers.

I have, &c.,
NEWCASTLE.

1881.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CHINESE.

(CORRESPONDENCE RESPECTING NATURALIZATION OF, IN HONGKONG AND STRAITS SETTLEMENTS.)

Ordered by the Legislative Assembly to be printed, 14 July, 1881.

No. 1.

Telegram from Colonial Secretary, New South Wales, to Colonial Secretary,
Hongkong.

Sydney, 13 March, 1879.

PLEASE inform me by wire what is the procedure of your Government in granting Letters of Naturalization to Chinese, and is any period of residence required?

HENRY PARKES.

No. 2.

Telegram from Colonial Secretary, Hongkong, to Colonial Secretary, New South
Wales.

Hongkong, 14 March, 1879.

No Naturalization ordinance here but there is in Singapore.

No. 3.

Telegram from Colonial Secretary, New South Wales, to Colonial Secretary, Straits
Settlements.

[Similar to No. 1, and of same date.]

No. 4.

Telegram from Colonial Secretary, Straits Settlements, to Colonial Secretary, New
South Wales.

Singapore, 14 March, 1879.

CERTIFICATES naturalization granted to Chinese permanently settled in Colony having property therein. Affidavit regarding age, birth-place, trade required. Oath of Allegiance is taken. Residence necessary not fixed.

No. 5.

The Colonial Secretary, Straits Settlements, to The Colonial Secretary,
New South Wales.

Sir,

Colonial Secretary's Office, Singapore, 18 March, 1879.

In continuation of a telegram of the 14th instant, sent from this Office, with regard to the naturalization of Chinese in the Straits Settlements, I am directed to forward for your information a copy of the Act of 1867 of this Colony, concerning the naturalization of aliens.

I have, &c.,

A. M. SKINNER,

p. Colonial Secretary, S.S.

[Enclosures.]

A.

STRAITS SETTLEMENTS.

Act No. VIII of 1867.

*An Act to Amend the Law for the Naturalization of Aliens. [15th May, 1867.]*HARRY ST. GEORGE ORD,
Governor and Commander-in-Chief.

WHEREAS it is expedient to alter and amend the law relating to the Naturalization of Aliens in this Colony.

It is hereby enacted by His Excellency the Governor of the Straits Settlements, with the advice and consent of the Legislative Council thereof, as follows:—

Repeal.

1. From and after the passing of this Act, the Act of the Legislative Council of India for the Naturalization of Aliens, No. 30 of 1852, shall cease to have any operation in this Colony.

Who may memorialize.

2. Any person whilst actually residing in the Colony may present a memorial to the Governor in Council, praying that the privileges of Naturalization may be conferred upon him.

Contents of Memorial.

3. Such memorial shall state to the best of the knowledge and belief of the memorialist, his age, place of birth, place of residence, profession, trade or occupation, the length of time during which he has resided within the Colony, that he is permanently settled in the Colony, or is residing within the same, with intent to settle therein; and such memorial shall be in writing and signed by the memorialist, and accompanied by an affidavit sworn by him, verifying the truth of the statements contained therein.

Further information.

4. In considering the prayer of any such memorial, the Governor in Council may require such further information and evidence, either by affidavit or otherwise, as may seem proper, in addition to the affidavit of the applicant accompanying his memorial.

Grant to memorialist. Oath of allegiance.

5. If after such enquiry it shall appear expedient, the Governor in Council may grant the prayer of the petitioner's memorial, whereupon he shall be required to appear within 14 days to take the oath of allegiance prescribed by this Act before such person as may be appointed by the Governor for that purpose.

Certificate of Naturalization.

6. When the oath of allegiance shall be so taken, a Certificate of Naturalization shall be drawn up by the Officer who may have administered the oath, setting out such portions of the memorial as may seem material, and stating that the oath of allegiance has been taken, and that all the rights, privileges, and capacities of a Naturalized British Subject have been conferred on the memorialist under this Act, except such rights, privileges, and capacities, (if any), as may be specially excepted.

How signed. Copy filed.

7. The Certificate of Naturalization shall be signed by the Governor and given to the Memorialist, but a copy thereof, together with the Memorial and all documents, affidavits, and evidence annexed thereto, shall be filed in the office of Colonial Secretary.

On obtaining certificate and subscribing oath Memorialist admitted to privileges.

8. Upon obtaining such certificate, and taking and subscribing the oath as hereinbefore prescribed, the memorialist shall, within the said Colony, be deemed a natural born subject of Her Majesty, as if he had been born within the said Colony, and shall be entitled within the said Colony, to all the rights, privileges, and capacities of a subject of Her Majesty born within the said Colony, except such rights, privileges, and capacities, if any, as may be specially excepted in such certificate.

If oath not taken in fourteen days grant to be void.

9. If the memorialist do not appear and take the oath of allegiance within 14 days from the date of service on him of notice to that effect the grant of naturalization shall *ipso facto*, be null and void.

Revocation of grant.

10. If any material statement contained in such memorial shall be false, or if good cause shall otherwise appear therefor, the Governor in Council may, by an order in writing, declare the certificate issued upon such memorial to be null and void to all intents and purposes, and from and after such order, all the rights, privileges, and capacities derived through such certificate, shall cease to exist.

Publication in Gazette.

11. Every certificate issued under this Act, and every order cancelling such certificate shall be published in the Government Gazette of the Colony.

Fees.

12. Such fees shall be payable for the proceedings authorized by this Act, as the Governor in Council may from time to time direct; and all fees received for such proceedings shall be paid into the Treasury, on account of the general revenues of the Colony.

Short title.

13. This Act may be cited as the Naturalization Act, 1867.

SCHEDULE.

I, A. B. of (here state the description of the person) do swear (or being one of the persons allowed by law to affirm in civil cases, do affirm) that I will be faithful and bear true allegiance to Her Majesty Queen Victoria.

(Signed) A. B.

Passed this 15th day of May, 1867.

H. F. PLOW,
Clerk of Councils.

B.

GOVERNMENT OF THE STRAITS SETTLEMENTS.

By His Excellency ARCHIBALD EDWARD HARBORD ANSON, Colonel in Her Majesty's Royal Regiment of Artillery, Companion of the Most Distinguished Order of Saint Michael and Saint George, and Administrator of the Government of the Colony of the Straits Settlements, &c., &c., &c.

WHEREAS a native of _____ has applied to me, the Administrator of the Government. Administrator in Council, stating that he has resided in the Straits Settlements for _____ years, that it is his intention to settle within the said Settlements, and that he is desirous to become naturalized as a British subject, and on inquiry, it appears to me, the Administrator in Council, expedient to grant the prayer of the Memorial.

This is therefore to certify, that the said _____ has taken the oath of allegiance, and that all the rights, privileges, and capacities of a naturalized British subject within the Colony of the Straits Settlements have been conferred upon him, under the Naturalization Act, 1867.

By His Excellency's command,

Colonial Secretary, Straits Settlements.

Council Chamber, day of 187 .

1881.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

—
CHINESE IMMIGRATION.

(TELEGRAPHIC CORRESPONDENCE.)

—
Ordered by the Legislative Assembly to be printed, 16 August, 1881.
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SCHEDULE.

NO.	PAGE.
1. Telegram from Colonial Secretary, New South Wales, to Colonial Secretary, Hong Kong. 20 April, 1881	1
2. Telegram from Acting Colonial Secretary, Hong Kong, to Colonial Secretary, New South Wales. 21 April, 1881 ...	1
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 No. 1.

Telegram from Colonial Secretary, New South Wales, to Colonial Secretary,
 Hong Kong.

Sydney, 20 April, 1881.

SEVERAL vessels from Hong Kong have arrived here within the last few weeks, bringing large numbers of Chinese (1,800) within the last month. Will you be good enough to inform me under what auspices these people are leaving China, and whether other vessels are announced to sail for this port?

—
 No. 2.

Telegram from Acting Colonial Secretary, Hong Kong, to Colonial Secretary,
 New South Wales.

Hong Kong, 21 April, 1881.

THE information you require will be transmitted; meanwhile I am to assure you that the Hong Kong Government is carefully watching the Chinese emigration to Australia.

—
 No. 3.

Telegram from Colonial Secretary, New South Wales, to Colonial Secretary,
 Hong Kong.

Sydney, 17 June, 1881.

SMALL-POX having been introduced here by Chinese recently arrived, this Government has by Proclamation notified that Hong Kong and all the ports of China will be treated as places from which all vessels arriving in Sydney will be placed in quarantine.

—
 No. 4.

Telegram from Acting Colonial Secretary, Hong Kong, to Colonial Secretary, New
 South Wales.

Hong Kong, 20 June, 1881.

HEALTH Officer reports Hong Kong free from any epidemic of infectious or contagious disease, and that out of 3,585 Chinese he examined this month as emigrants none was suffering from small-pox. The Governor therefore hopes that quarantine will not be enforced against Hong Kong.

No. 5.

Telegram from Colonial Secretary, New South Wales, to Colonial Secretary,
Hong Kong.

Sydney, 21 June, 1881.

FROM terms of your telegram 21st April I have been expecting to hear from you respecting Chinese Emigrants for Australia. Will you now be good enough to inform me what ships have recently left or are about leaving for Sydney or other Australian ports? How many of the 3,585 examined this month are for Australia?

No. 6.

Telegram from Acting Colonial Secretary, Hong Kong, to Colonial Secretary, New
South Wales.

Hong Kong, 27 June, 1881.

OF the 3,585 only fifty-seven left for Australia. These fifty-seven are in the only vessel now *en route* for Australia. No ship at present about leaving for Sydney or other Australian ports with Chinese passengers.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CHINESE.

PETITION FROM STOREKEEPERS, MINERS, AND OTHERS, RESIDENTS OF VEGETABLE CREEK AND SURROUNDING TIN MINES.)

Received by the Legislative Assembly, 6 July, 1881.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned Storekeepers, Miners, and others, Residents of Vegetable Creek, and the surrounding tin mines,—

RESPECTFULLY SHOWETH :—

That your Petitioners view with alarm the great increase in the number of Chinese arriving in this Colony, for the following reasons :—

1st. That it is impossible for them to insure themselves or families from contact with them, as they at present outnumber the male European population on these mines.

2nd. That from their manner of living it is impossible for the white population to compete with them in the labour market.

3rd. That although their labour being cheap, it is profitable to the few, it is not so to the country at large ; and it is manifestly unfair that a race alien in blood, religion, customs, and every way, should be allowed to enter in such numbers as to seriously injure men who are struggling to obtain an honest and respectable living for themselves and families.

For these and other reasons your Petitioners pray that you will cause such steps to be taken as may result in staying, nearly if not altogether, the influx of Chinese into this Colony.

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

[Here follow 654 signatures.]

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

INFLUX OF CHINESE RESTRICTION BILL.

(MESSAGE, No. 8.)

Ordered by the Legislative Assembly to be printed, 14 July, 1881.

AUGUSTUS LOFTUS,
Governor.

Message, No. 8.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends, for the consideration of the Legislative Assembly, the expediency of making provision to meet the requisite expenses in connection with a Bill to restrict the influx of Chinese into New South Wales.

*Government House,
Sydney, July 13th, 1881.*

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

INFLUX OF CHINESE RESTRICTION BILL.

(PETITION IN FAVOUR OF—JOSHUA SHIPWAY, ON BEHALF OF RESIDENTS OF ST. PETER'S,
COOK'S RIVER ROAD, IN PUBLIC MEETING ASSEMBLED.)

Received by the Legislative Assembly, 14 July, 1881.

To the Honorable the Speaker and Members of the Legislative Assembly.

The humble Petition of the Residents of St. Peter's, Cook's River Road,—

RESPECTFULLY SHOWETH :—

That your Petitioners, alive to the calamitous results of the recent influx of Chinese to our shores, and the introduction of loathsome and incurable diseases among the people, humbly pray your Honorable House to pass a Chinese Bill forthwith, which shall have for its objects—

- 1st. The imposition of a ten-pound poll-tax upon every Chinaman landing upon our shores, and an annual tax of twelve pounds per head.
- 2nd. The disabling of any vessel from bringing to these ports any more than one to every hundred tons of such vessel.
- 3rd. Compelling every vessel having Chinese on board to the strictest quarantine laws.

And your Petitioners, as in duty bound, will ever pray, &c.

Signed on behalf of a Public Meeting held on Thursday evening, 30th June, 1881, at St. Peter's,
Cook's River Road, at which over two hundred persons were present.

JOSHUA SHIPWAY,
Chairman.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LOCAL GOVERNMENT BILL.

(MESSAGE No. 7.)

Ordered by the Legislative Assembly to be printed, 14 July, 1881.

AUGUSTUS LOFTUS,
Governor.

Message No. 7.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to establish a system of Local Government.

Government House,
Sydney, 13th July, 1881.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

CITY OF SYDNEY IMPROVEMENT BOARD.
(SECOND ANNUAL REPORT.)

Ordered by the Legislative Assembly to be printed, 6 October, 1881.

City of Sydney Improvement Board,
Offices, 35, Castlereagh-street,
Sydney, 31st August, 1881.

To the Honorable the Colonial Secretary.

Sir,

We, the undersigned members of the City of Sydney Improvement Board, in presenting our second Annual Report, regret to state that during the past year we have had the same difficulties to contend with which beset us at the outset, arising out of the unworkable character of the Act under which the Board was created.

We have considered it desirable to give as much publicity as possible to the defects in the Act which have prevented us from carrying out the intentions of the Legislature; and, with that object, in January last, we caused to be printed and sent to Members of both Houses of Parliament, and persons interested in the question, a pamphlet containing a reprint of articles which had appeared in the Sydney Press, showing the working of the Act and in what particulars it required amendment, a further copy of which we enclose with this report.

A Bill embodying the suggestions of the Board was introduced by you in the Legislative Assembly on the 24th June, 1880, as mentioned in our first Annual Report, and we hoped that Bill would have become law. Until that measure, or one similar to it is passed, we despair of effecting any reform either in a sanitary direction or in the improvement of street architecture.

As we have already pointed out to you, certain sections of the Act under which the City Improvement Board are empowered to exercise certain functions have become a dead letter, from the fact that similar functions are accorded to the officers of the City Council under other sections. In proof of this, we may mention that during the past twelve months only one report has been made to the Board by the City Building Surveyor under the 29th section of the Act, which relates to buildings "in a ruinous state and dangerous to the public," but the order issued by the Board, although it upheld the action of the officers of the Council, has not been carried into effect. All other cases of this kind have been dealt with by the Mayor and his officers under the 31st section.

As the Act is at present administered, the City Improvement Board have no voice in the decision of these matters unless directly appealed to by owners of property who are dissatisfied with the action of the Council's officers. All questions relating to building and architecture are initiated and virtually decided and carried out by the City Building Surveyor; and it is for the Government to consider whether these questions, involving as they do interests of great importance to the citizens of Sydney, should be left in the hands of one officer of comparatively limited experience, in the pay of the City Council, or referred to the maturer judgment of an independent Board composed of professional men specially appointed to deal with them.

We notice that the officer above-mentioned has prepared a Bill, which has since been adopted by the City Council, which proposes *inter alia* to abolish the City Improvement Board, and to make a Committee of the City Council a body of appeal from the Mayor and his subordinates. We have no comment to offer upon this measure, further than to recommend that the Government should choose between the City Council and the City Improvement Board, and delegate the improvement of the city to that body in which they have the most confidence and which they consider most qualified to discharge the duty.

During the past twelve months we have on several occasions found it necessary to obtain counsel's opinion in respect to the operation of certain sections of the Act, but in consequence of the ambiguity which surrounds it we have failed to receive any assurance that the Board have any power to enforce the orders they issue. As a matter of fact, a number of unsightly structures which we have ordered to be pulled down still remain an eyesore to the city, together with many unhealthy tenements which ought to be condemned, and which have not been dealt with under any section of the Act.

At the commencement of the year (1 Sept., 1880) there was a vacancy in the Board, caused by the resignation of Dr. Roberts, which was filled up on the 3rd September by the appointment of Dr. Craig Dixon.

It having been resolved that the Chairmanship of the Board should be an annual appointment, Mr. Benjamin Backhouse was re-elected Chairman by the unanimous vote of members, on the 12th May, 1881.

The Board has held twenty three meetings during the year, and has received nine appeals, six of which of which were sustained and three dismissed.

Each member of the Board has received fees to the amount of £15 15s.

In conclusion, we have only to express a hope that the long-looked for Amending Bill will be brought in without further delay, so that the Board may become *de facto* as well as nominally a Board of Improvement.

We have the honor to be,

Sir,

Your most obedient Servants,

BENJAMIN BACKHOUSE,
(Chairman).

W. BAILEY, J.P.

FRANK SENIOR, J.P.

L. E. THRELKELD,

CRAIG DIXSON, M.B. Edin.,

M.R.C.S. Eng., C.M. Univ. of Edin.

1881.

—
 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

REPORT FROM THE SELECT COMMITTEE

ON THE

BOROUGH OF NEWCASTLE LEASING AND
 IMPROVING BILL ;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE

AND

MINUTES OF EVIDENCE.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
 28 October, 1881.

SYDNEY : THOMAS RICHARDS, GOVERNMENT PRINTER.

—
 1881.

1881.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 64. FRIDAY, 21 OCTOBER, 1881.

5. BOROUGH OF NEWCASTLE LEASING AND IMPROVING BILL (*Formal Motion*) :—Mr. Fletcher moved, pursuant to Notice,—
- (1.) That the Borough of Newcastle Leasing and Improving Bill be referred to a Select Committee for inquiry and report, with power to send for persons and papers.
- (2.) That such Committee consist of Mr. Joseph P. Abbott, Mr. Burns, Mr. Cameron, Mr. Day, Mr. Farnell, Mr. Jacob, Mr. G. A. Lloyd, Mr. Melville, Mr. Trickett, and the Mover.
- Question put and passed.
-

VOTES No. 68. FRIDAY, 28 OCTOBER, 1881.

4. BOROUGH OF NEWCASTLE LEASING AND IMPROVING BILL :—Mr. Fletcher, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before the Select Committee for whose consideration and report this Bill was referred on 21st October, 1881 ; together with a copy of the Bill as amended and agreed to by the Committee.
- Ordered to be printed.
- * * * * *
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1881.

 BOROUGH OF NEWCASTLE LEASING AND IMPROVING BILL.

 REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose inquiry and report was referred on the 21st October, 1881,—“*The Borough of Newcastle Leasing and Improving Bill*,”—beg to report to your Honorable House :—

That they have examined the witnesses named in the List* (whose evidence * See List, will be found appended hereto); and that the Preamble having been satisfactorily ^{page 4.} proved to your Committee, they proceeded to consider the several Clauses and Schedules to the Bill, in which it was deemed necessary to make an amendment.

Your Committee now beg to lay before your Honorable House the Bill as amended by them.

JAMES FLETCHER,
Chairman.

No. 3 Committee Room,
Sydney, 27th October, 1881.

PROCEEDINGS OF THE COMMITTEE.

THURSDAY, 27 OCTOBER, 1881.

MEMBERS PRESENT:—

Mr. Fletcher,	|	Mr. G. A. Lloyd,
Mr. Melville,	|	Mr. Cameron,
	Mr. Trickett.	

Mr. Fletcher called to the Chair.
 Entry from Votes and Proceedings, appointing the Committee, read by the Clerk.
 Printed copies of the Bill referred, together with original Petition to introduce the same, before the Committee.

Present:—George Wallace, Esq. (*Solicitor for the Bill*).
 George Wallace, Esq., examined.
 Mr. Edward Scott Holland (*Town Clerk, Borough of Newcastle*), called in and examined.
 Witness handed in copies of the several *Government Gazettes* containing the Proclamations dedicating the lands, described in the Schedules to the Bill, to the Borough Council of Newcastle.
 Room cleared.
 Preamble considered.
 Question,—“That this Preamble stand part of the Bill,”—put and passed.
 Solicitor called in and informed.
 Clause 1 read and omitted.
 Clauses 2 to 5 read and agreed to.
 Schedule 1 to 5 read and agreed to.
 Title read and agreed to.
 Chairman to report the Bill, with an amendment, to the House.

SCHEDULE OF AMENDMENT.

Page 1. *Omit* Clause 1.

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1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

BOROUGH OF NEWCASTLE LEASING AND IMPROVING BILL.

THURSDAY, 27 OCTOBER, 1881.

PRESENT :—

MR. CAMERON, MR. FLETCHER,	| MR. TRICKETT.	MR. LLOYD, MR. MELVILLE,
-------------------------------	-------------------	-----------------------------

JAMES FLETCHER, ESQ., IN THE CHAIR.

George Wallace, Esq., appeared as Solicitor for the Bill.

George Wallace, Esq., examined :—

1. *Chairman.*] You are solicitor for the Bill that has been referred to this Committee? Yes.
2. At the present time has the Borough Council of Newcastle any power to lease or otherwise deal with the several properties mentioned in the Bill? The properties have been dedicated to the Newcastle Borough Council.
3. *Mr. Melville.*] By Act of Parliament? No, by proclamation.
4. *Chairman.*] Has the Borough Council power to lease the market reserve, referred to in the Bill, or any of the other properties? Legally, I do not think they have the power to lease or improve the properties.
5. Several buildings have been erected upon what is known as the Market Reserve? Yes, a great number of buildings. It was let on building leases some years ago, and the tenants erected shops and dwelling-houses on the land.
6. Was the land let upon building leases? It was not let exactly on building leases; the land was let under lease, and the lessees improved it. The leases have expired, and the property is now in the hands of the Council and let by it to various tenants.
7. *Mr. Cameron.*] Then the object of this Bill, I suppose, is to legalise the leases? Yes, and to give the Borough Council fresh power to grant leases. The properties are now let to weekly tenants.
8. *Mr. Melville.*] The persons who erected buildings on the land have no claim upon the Council for improvements? They simply erected buildings on the land, and when the terms of their leases expired, went out of possession. The Council resumed all the land, together with the buildings that had been erected on it during the currency of the leases.
9. *Chairman.*] Are you of opinion that if the Borough Council possessed the power sought to be conferred upon it by this Bill, the property could be turned to better account in the interests of the whole Borough? Most assuredly it could. If the Council had power to grant leases in the way proposed by this Bill, the revenue derived from the property would place the Council in a much better position, financially, and it would be better able to effect improvements in the Borough; and it would be enabled to borrow much larger sums of money for various improvements that are urgently required in the Borough, because the revenue derived from the leased premises could be given as security for a loan, when it was made revenue proper of the Borough. As the matter stands now, the Borough Council, although it is deriving a large revenue from the leases, that revenue cannot be given as security for any loan the Council might wish to obtain.

G. Wallace,
Esq.
27 Oct., 1881.

- G. Wallace, Esq.
27 Oct., 1881.
10. *Mr. Lloyd.*] I presume there is no objection to the powers asked for by this Bill being granted to the Borough Council? I have not heard of any.
11. Are there any objecting parties? I have not heard of any.
12. *Mr. Melville.*] Has the Borough Council power to take down the buildings and erect new ones? The dedication does not affect the buildings at all. It is proposed by the first clause of the Bill that the properties mentioned in the schedule shall be vested in the Borough Council of Newcastle for general municipal purposes. That would give them the same power as if they were owners in fee.
13. *Mr. Trickett.*] Is there anything in the dedication of these properties to the Borough Council adverse to the terms in which it is proposed by this Bill to give additional power to the Council? Simply in so far as it is a dedication of a market reserve, and doubts may, and no doubt do, exist as to what power the Borough Council possesses by virtue of such dedication for a market reserve. The land has not been used as a market reserve, beyond the fact that the Newcastle Borough Council has erected a market building on the land. But that building only occupies a very small portion of the land. It was formerly a waste piece of ground in the centre of the city, a perfect eyesore of a place, and not large enough for a market reserve or for ornamentation as a recreation reserve for the city.
14. *Mr. Melville.*] But the Bill also refers to an allotment of land in Newcomen-street? Yes, that was dedicated for a fire brigade station. It has a fire brigade building erected upon it. That would not be touched by the Bill, because no use could be made of it.
15. And there are some allotments in Watt-street? Yes; the present Municipal Council Chambers are erected upon that land. It may be that the Council might think fit to erect Council Chambers in some other part of the city; and if so, they could lease that portion of the land upon which the present Council Chambers exist upon very advantageous terms to the Council.
16. In other words, the Borough Council is in this position, it cannot, with its present powers, use the land to the best interests of the ratepayers? That is it. There is the boat-harbour and the market wharf—there is considerable doubt as to what the Council could do with that. A considerable revenue might be derived from it if it were let to persons to land their produce. If the Council had power to let it by public competition I think a fair revenue could be obtained from it.
17. What is the water reserve? It was dedicated to the Council for a water reserve, and the Council would not under any circumstances make use of that portion, I fancy, for any other purpose than that for which it is at present used. It is simply an allotment with a few feet frontage to one street. The main object of the Bill is to enable the Council, on behalf of the ratepayers, to make better use of the land described in Schedule I.
18. As a matter of fact that is in the heart of the city, and is now a source of great revenue to the Council? Yes; I think it brings in between £4,000 and £5,000 a year rental.
19. *Chairman.*] At the time the first leases expired were not some of the tenants inclined to resist the Council by refusing to give up possession? They were; and I think that legal opinions were taken upon the matter, and it was decided that inasmuch as they had accepted leases from the Council they could not call into question the landlord's title.
20. Has the Council any accumulated fund from the Market Reserve buildings? Yes; there is a considerable sum of money in the hands of the Council which has been derived from the market reserve during the currency of the leases. That revenue has always been kept as a separate account in the books of the municipality, called the Market Reserve Account.
21. The Council did not feel itself justified in expending that revenue upon the general works of the city? No; at times when a large sum of money has been required the Council has withdrawn a certain sum, as an overdraft, from the Market Reserve Fund, but each sum so drawn has from time to time been refunded.
22. *Mr. Melville.*] Then you wish to have power to pay this money to the general revenue? Yes.

Mr. Edward Scott Holland, called in and examined:—

- E. S. Holland, Esq.
27 Oct., 1881.
23. *Chairman.*] What are you? I am Town Clerk to the Borough of Newcastle.
24. *Mr. Wallace.*] Do you produce the various *Government Gazettes* dedicating the lands mentioned in the Bill now before the Committee? Yes, I have them with me.
25. Will you state the dates upon which the proclamations dedicating the lands to the Borough Council of Newcastle were made? The *Government Gazette* of 5th June, 1866, contains a notification of the dedication of the land for a market reserve, mentioned in Schedule I of the Bill. The *Government Gazette* of the 6th April, 1880, contains a notification of the dedication of the land mentioned in Schedule II of the Bill; that is the allotment in Newcomen-street, containing 4 perches 91 links; that was dedicated as a fire brigade station. The *Government Gazette* of 19th May, 1868, contains a notification of the dedication of the land in Watt-street, described in Schedule III of the Bill; a second Proclamation, dated 7th May, 1880, vests this land in the Borough Council of Newcastle. The boat harbour reserve, mentioned in Schedule IV of the Bill, was vested in the Borough Council on the 25th January, 1877; and the water reserve in Hunter-street was vested in the Council by Gazette notice dated 5th June, 1866.
26. The land mentioned in Schedule I of the Bill was leased by the Newcastle Borough Council for a term of years to various tenants? Yes.
27. And those tenants, I believe, erected some valuable properties upon the leased portions of the land? Yes.
28. The leases have expired? Yes.
29. And the Council is now in possession of the various properties? Yes.
30. And is now receiving rents from them? Yes.
31. Can you state what is the amount of annual rental received from these properties? From £3,500 to £3,600 a year.
32. The moneys derived from these properties are, I understand, kept in a separate account, called the Market Fund Account? Yes.
33. And at various times the Borough Council has thought it desirable to borrow from that fund for general revenue purposes? Yes.
34. But has repaid those various amounts from time to time? Yes, they have always been repaid.
35. There is a considerable sum of money now in suspense on the market account? Yes.
36. Can you give the Committee any idea what the amount is? Yes, there is about £4,000 or £5,000 in hand on account of the market reserve.

37. Would it be a beneficial thing for the ratepayers and the borough generally if the revenues derived from these properties were appropriated to the general municipal revenue? It would.
38. It is contemplated that some system of sewerage and water reticulation should be carried out for the benefit of the borough? Yes.
39. And the revenue proper of the municipality would not be sufficient, as it now stands, to enable the Borough Council to properly carry out those works? No, it would not.
40. Would it materially help the borough to carry out their proposed system of sewerage and water reticulation if the provisions of the Bill now before the Committee were to become law? It would very greatly help them.
41. The Borough Council has passed a resolution affirming the desirability of introducing such a Bill as this? Yes.
42. And has approved of the provisions of this Bill? Yes.
43. *Mr. Melville.*] The land mentioned in the second schedule of the Bill is dedicated for a fire brigade station? Yes.
44. There is a fire brigade station on it now? Yes.
45. Is there more land than is requisite for that station? No, I do not think there is.
46. *Mr. Trickett.*] With regard to the land mentioned in Schedule V, dedicated for a water reserve, what reason is there for the Council wishing to have a leasing power of that? It will be useless for the purpose for which it was dedicated when a water supply to the city is introduced.
47. *Mr. Lloyd.*] What is the total rental the market reserve is producing now? Nearly £3,600 per annum.
48. Are there any other reserves mentioned in the schedules of the Bill producing any rent? No.
49. *Mr. Melville.*] Not the boat-harbour? No.
50. Is it used free now? Yes.
51. It is generally known in Newcastle that a Bill has been before the Borough Council for two years? It is.
52. *Chairman.*] The petition that was presented to Parliament was signed at a duly constituted meeting of the Borough Council, and bears the seal of the Council attached by the Council's authority? Yes.

E. S.
Holland, Esq.
27 Oct., 1881.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

REPORT OF THE SELECT COMMITTEE

ON THE

CUDGEGONG TOWN HALL BILL;

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

AND

APPENDIX.

ORDERED BY THE LEGISLATIVE ASSEMBLY TO BE PRINTED,
23 *November*, 1881.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1881.

1881.

EXTRACTS FROM THE VOTES AND PROCEEDINGS OF THE
LEGISLATIVE ASSEMBLY.

VOTES No. 68. FRIDAY, 28 OCTOBER, 1881.

16. CUDGEGONG TOWN HALL BILL:—Mr. Terry moved, pursuant to Notice,—
- (1.) That the Cudgegong Town Hall Bill be referred to a Select Committee for inquiry and report, with power to send for persons and papers.
- (2.) That such Committee consist of Mr. Hoskins, Mr. Day, Mr. Levin, Mr. Beyers, Mr. Buchanan, Mr. Fawcett, Dr. Ross, Mr. Jacob, Mr. Farnell, and the Mover.
- Question put and passed.
-

VOTES No. 78. WEDNESDAY, 23 NOVEMBER, 1881.

2. CUDGEGONG TOWN HALL BILL:—Mr. Terry, as Chairman, brought up the Report from, and laid upon the Table the Minutes of Proceedings of, and Evidence taken before the Select Committee for whose consideration and report this Bill was referred on 28th October, 1881; together with Appendix, and a copy of the Bill as amended and agreed to by the Committee.
- Ordered to be printed.
- * * * * *
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1881.

CUDGEGONG TOWN HALL BILL.

 REPORT.

THE SELECT COMMITTEE of the Legislative Assembly, for whose consideration and report was referred, on the 28th October, 1881,—“*The Cudgegong Town Hall Bill*,”—beg to report to your Honorable House :—

That they have examined the witness named in the margin* (whose evidence will be found appended hereto); and that the Preamble having been satisfactorily proved to your Committee, they proceeded to consider the several Clauses and the Schedule to the Bill, in which it was deemed necessary to make an amendment.

Your Committee now beg to lay before your Honorable House the Bill as amended by them.

SAMUEL HENRY TERRY,
Chairman.

No. 3 Committee Room,
Sydney, 23rd November, 1881.

PROCEEDINGS OF THE COMMITTEE.

TUESDAY, 22 NOVEMBER, 1881.

MEMBERS PRESENT:—

Mr. Terry,	|	Mr. Beyers,
Mr. Fawcett,	|	Mr. Jacob.

Mr. Terry called to the Chair.

Entry from Votes and Proceedings, appointing the Committee, read by the Clerk.

Printed copies of the Bill referred, together with original Petition to introduce the same, before the Committee.

Present:—Thomas O. O'Brien (*Solicitor for the Bill*).

William Wilton, Esq. (*an Alderman of the Borough of Cudgegong*), called in and examined.

Witness *produced* the Government Gazette dated 8 November, 1881, containing the dedication of a parcel of land in the Town of Mudgee to the Borough of Cudgegong; and also *handed in* a plan showing the relative positions of the Boroughs of Mudgee and Cudgegong, and an Opinion of Counsel on certain legal points which may arise out of the building of the Town Hall outside the boundaries of the Borough, which were ordered to be appended. (*See Appendices A and B.*)

Room cleared.

Preamble considered.

Question,—“That this Preamble stand part of the Bill,”—put and passed.

Solicitor called in and informed.

Committee deliberated.

(Adjourned to To-morrow, at half-past *Two* o'clock.)

WEDNESDAY, 23 NOVEMBER, 1881.

MEMBERS PRESENT:—

Mr. Terry in the Chair.		
Mr. Beyers,	|	Dr. Ross,
	|	Mr. Jacob.

Present:—Thomas O. O'Brien (*Solicitor for the Bill*).

Clauses 1, 2, and 3 read and agreed to.

Schedule read and omitted, and new Schedule inserted. (*See Schedule of Amendment.*)

Title read and agreed to.

Chairman to report the Bill, with an amendment, to the House.

SCHEDULE OF AMENDMENT.

Page 1. *Omit* Schedule, and *insert* in place thereof the following new Schedule:—

One acre county of Wellington parish of Mudgee town of Mudgee allotment one of section sixty-seven Commencing on the southern side of Short-street at its intersection with the western side of Douro-street and bounded thence on the north by Short-street bearing west two chains on the west by a line bearing south five chains to Market-street on the south by that street bearing east two chains to Douro-street aforesaid and on the east by that street bearing north five chains to the point of commencement.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

MINUTES OF EVIDENCE

TAKEN BEFORE

THE SELECT COMMITTEE

ON THE

CUDGEGONG TOWN HALL BILL.

TUESDAY, 22 NOVEMBER, 1881.

Present:—

MR. BEYERS,	|	MR. JACOB,
MR. FAWCETT,	|	MR. TERRY.

SAMUEL HENRY TERRY, Esq., IN THE CHAIR.

Thomas Ormond O'Brien, Esq., appeared as Solicitor on behalf of the Promoters of the Bill.

William Wilton, Esq., examined:—

1. *Mr. O'Brien.*] You have been an Alderman of the borough of Cudgegong for many years? Yes.
2. And have also been Mayor of the borough? Yes, I was Mayor during the last year.
3. During the last twenty years have you rented and occupied Council Chambers from the town of Mudgee? Yes.
4. And have held all meetings, received rates, and transacted all the business of the Council in the same place—is that the case? Yes.
5. In the town of Mudgee? Yes.
6. I believe you have received an opinion from Mr. Salomons, Q.C., that such meetings held in the borough of Mudgee were illegal? Yes.
7. And that the ratepayers could refuse to pay their rates there? I do not know that they have refused, but it was a considerable distance for some of the ratepayers to come and was very inconvenient.
8. The counsel's opinion, I believe, was that the ratepayers could if they wished refuse to pay rates? I believe so.
9. Is it the case that application has been made to Government for a parcel of land described in the Schedule to this Bill? Yes. (*The witness referred to the Schedule.*)
10. For what purpose? The erection of a Council Chamber.
11. Was this land on the part of the Government promised to you? Yes, I believe so.
12. Do you produce the Government Gazette? I do. (*The witness produced the Government Gazette, 8th November, 1881, p. 5715.*)
13. Where is the site proposed by Government? In the town of Mudgee.
14. And in the borough of Mudgee? Yes.
15. Can you therefore safely erect Council Chambers there or borrow money upon it? A motion has been tabled for that purpose and carried; and £500 has been set apart for the building fund and deposited in the Bank at interest.
16. Without obtaining an Act of Parliament are you safe in building upon this site, or could you borrow money upon the security? No.
17. Does the borough of Cudgegong surround the town of Mudgee? Yes, entirely.

W. Wilton,
Esq.
22 Nov., 1881.

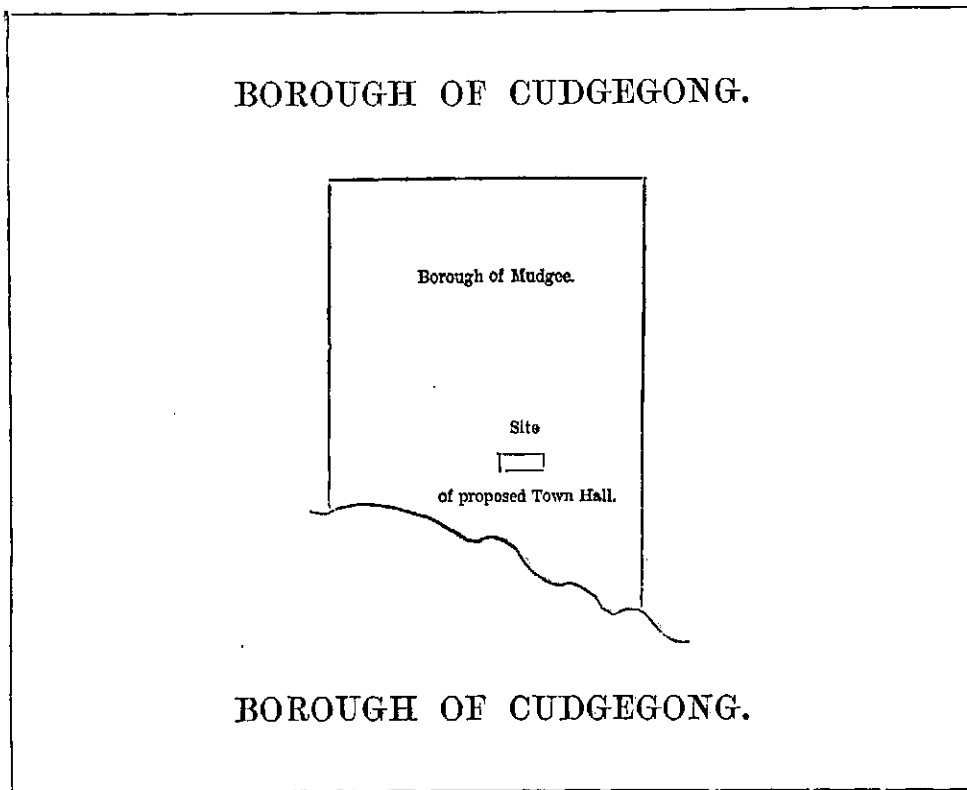
- W. Wilton,
Esq.
22 Nov., 1881.
18. Are there any places of business outside Mudgee, or suitable buildings for holding the meetings of the Council? No, it would be very inconvenient. There are some inns, but no buildings of a suitable nature for a Town Hall.
19. The ratepayers of the borough of Cudgegong, where do they transact their business generally? They have transacted it for the last twenty years in Mudgee.
20. How is the situation of the land dedicated by the Government as to the convenience of the ratepayers? It is very convenient.
21. Would it be convenient for the Aldermen and Mayor? Yes.
22. Are you desirous of erecting buildings on this parcel of land? Yes.
23. You wish to borrow money for that purpose? We have already got the sanction of the Government for that purpose.
24. Have you lodged money in the Bank for the purpose of building? Yes, there is £500 placed at interest.
25. Where has your Council Clerk acted for years past? At his own residence.
26. Not in a public building at all? Not in a public building. It has been very inconvenient.
27. *Chairman.*] Is that the shape of the Cudgegong municipality (*handing a sketch, vide Appendix A, to witness*)? Yes.
28. Then the municipality of Cudgegong surrounds Mudgee for a radius of about seven miles? About eight or nine miles.
29. Do the people generally go into Mudgee to transact their business, as the nearest centre? Yes.
30. *Mr. Jacob.*] Do I understand you to say that it would not be safe to build on this site without an Act of Parliament? That is Mr. Salomon's opinion.
31. Would it be opposed to the Municipalities Act—would that prevent it? That is what Mr. Salomon says.
32. *Mr. Fawcett.*] Is what is now being done with the consent of the whole of the municipality? I do not know whether it is with the consent of the whole.
33. Has there ever been a meeting of the municipality to consider the matter? There has never been a public meeting.
34. Are the whole of the Municipal Council aware of it? It has been before the Council, and the building has been decided upon with only one dissentient, although there were two against the placing the money—they were favourable to borrowing the whole amount.
35. *Mr. Jacob.*] This measure then has received the sanction of the Borough Council? It has received the sanction of the Aldermen, with the exception I have mentioned.
36. *Chairman.*] At the last municipal elections was any mention made of the intention to build a Town Hall? Yes, it was almost made a test question, and there was one candidate returned against the building and two in favour of it.
37. *Mr. Beyers.*] How is it that you propose to erect this building in the township of Mudgee? We thought we were perfectly right, on account of our being entirely surrounded by the municipality.
38. Has any objection been made by the other Council—the Mudgee Council? No. (*Counsel's opinion was handed in. Vide Appendix B.*)
39. *Chairman.*] Would it be more convenient to the ratepayers to go into Mudgee to a Town Hall there than to any other part of Cudgegong? Yes, because we have to ride four or five miles, and want a place where we can put up our horses without the necessity of going to an hotel.
40. *Mr. Fawcett.*] The meetings hitherto have been held at the house of the Town Clerk? The whole of the meetings have been held at the town of Mudgee.
41. *Chairman.*] This Bill is necessary in order to render legal the proceedings of the Council? Yes.

CUDGEGONG TOWN HALL BILL.

APPENDIX.

[To the Evidence of William Wilton, Esq., 22 November, 1881.]

A.



B.

CASE.

In the district of Mudgee there are two municipalities, one the borough of Mudgee, which comprises the actual town of Mudgee, and the other the borough of Cudgegong, which surrounds the borough of Mudgee, and extends for a distance of about 8 miles all round it. The two boroughs are shown on plan herewith.

Some short time since the Borough of Cudgegong being desirous of erecting a Town Hall and Council Chambers for their meetings, &c., applied to the Government for a grant of a piece of land, situate in the town and borough of Mudgee, on which to erect such Town Hall; and the Government granted such piece of land to them accordingly.

In order to build such Town Hall the Council of the Borough of Cudgegong find it will be necessary to borrow a sum of £1,500, under and by virtue of the powers given by section 190 of the Municipalities Act, 31 Vic. No. 12, upon mortgage of their annual revenues; and in accordance with that section, they lately applied to the Governor and Executive Council for authority to borrow such sum; and they have received in reply a letter from the Colonial Secretary enclosing authority for that purpose; copy of which letter and authority are sent herewith.

From a perusal of that letter and authority, and of section 190 of the Municipalities Act, it would appear that the Council can only borrow money for the purpose of making permanent improvements within the Municipality; and as the land on which the Town Hall is proposed to be built is not situate in the municipality of Cudgegong, but is actually in the town and borough of Mudgee (although surrounded by the borough of Cudgegong), Counsel will please advise—

1. Whether the Council of the borough of Cudgegong would be legally justified in building a Town Hall on the piece of land so granted to them out of their own municipality?
2. And if they have such power, would they be enabled to borrow money under section 190 upon the security of their rates for the purpose of building such Hall?
3. Would a lender of money be enabled to take a valid security under such section over the rates, &c. for the money advanced by him for the purpose of building such Hall?
4. If not, would the Council be justified in saving up their rates and then expending same in building a Hall on such land without having to borrow at all for the purpose.

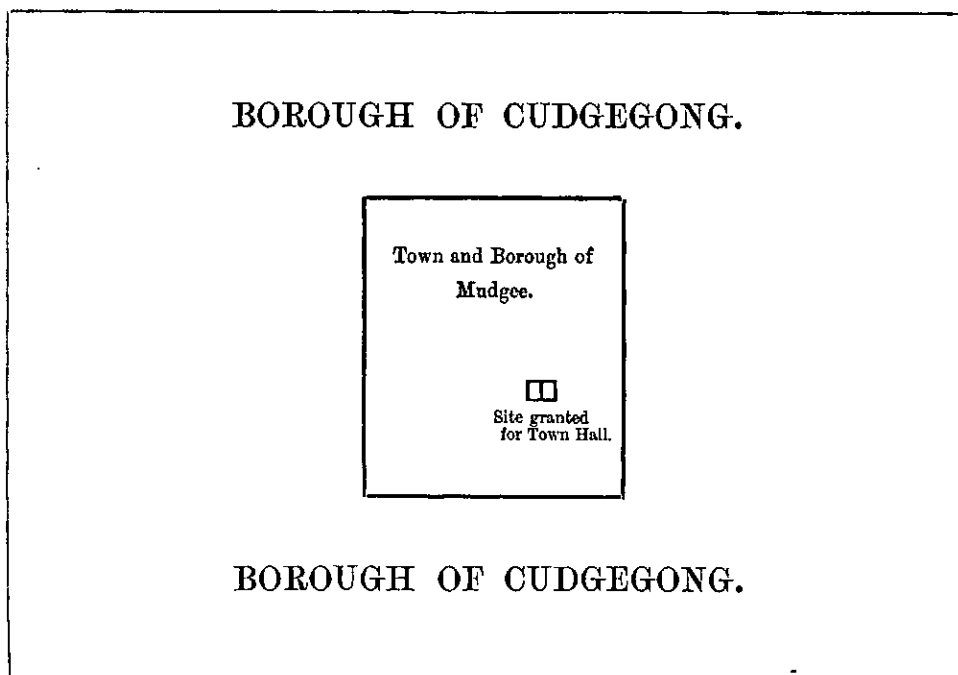
Section 111 of the Municipalities Act provides that the Council shall appoint a place within the municipality, and shall fix certain days and times at and during which the Council Clerk shall attend for purpose of receiving rates, &c.

Counsel will please advise whether under this section the Council could legally have their Town Hall and Council Chambers within another municipality, and not within the actual boundaries of their own municipality; and if in violation of this section they appointed a place in the town of Mudgee, what would be the effect of their so doing; and would it in any way invalidate their rates, or be any bar to their recovering such rates?

Mudgee, 18th May. 1881.

CHAS. D. MEARES,
Solicitor to the Borough of Cudgegong.

BOROUGH



Sir, Colonial Secretary's Office, 16 May, 1881.

Referring to your letter of 18 March, I am directed to inform you that, in compliance with the application therein made, His Excellency the Governor, with the advice of the Executive Council, has been pleased to authorize the Council of the Borough of Cudgegong to borrow the sum of £1,500 for expenditure upon permanent improvements within the municipality. The necessary document under His Excellency's hand, as required by the 190th section of the Municipalities Act of 1867, is transmitted herewith.

I have, &c.,

CRITCHETT WALKER.

The Mayor of the Borough of Cudgegong.

By His Excellency the Right Honorable Lord Loftus, Governor, &c.

To the Mayor and Aldermen of the Borough of Cudgegong.

WHEREAS, by an Act of the Parliament of New South Wales, passed in the thirty-first year of Her present Majesty's reign, intituled "An Act to establish Municipalities," it was amongst other things enacted that every Council might borrow by debentures, mortgage, or otherwise, on the credit of any land, personal estate, annual revenues, actual or prospective, belonging to the body corporate of such municipality, for or towards or incidental to making, carrying on, or completing of any permanent improvements within the municipality, any moneys not exceeding in the whole the estimated revenues thereof for five years, provided that no moneys shall be borrowed except with the sanction of the Governor with the advice of the Executive Council, in writing under his hand: And whereas application has been made by the Mayor and Council of the Borough of Cudgegong for permission to borrow the sum of one thousand five hundred pounds to enable them to make, carry on, and complete certain permanent improvements of the said municipality: And whereas it is represented that the said sum of one thousand five hundred pounds does not exceed the estimated revenue of the said municipality for five years: Now therefore I, Lord Augustus William Frederick Spencer Loftus, as such Governor and Commander-in-Chief as aforesaid, do hereby, with the advice of the Executive Council, authorize the said Mayor and Council of the Borough of Cudgegong to borrow, on the securities of the Corporation as aforesaid, the sum of one thousand five hundred pounds, to be expended upon permanent improvements of the said municipality.

Given under my hand, at Government House, Sydney, this thirteenth day of May, in the year of our Lord one thousand eight hundred and eighty-one, and in the forty-fourth year of Her Majesty's reign.

AUGUSTUS LOFTUS.

By His Excellency's command,
HENRY PARKES.

OPINION.

1. I am of opinion that the Council would not be legally justified in building a Town Hall on the land (granted to them) which is not in the borough of Cudgegong, but which is in the town and borough of Mudgee.
2. And from this it follows that the Council could not borrow money upon the security of their rates for the purpose of building such Town Hall. The "permanent improvements" authorized by section 190 must, according to the express words of that section, be "within the municipality," and the securities referred to in section 191 can only be given for money borrowed which is so expended.
3. A lender of money with notice would certainly not be able to take a valid security over the rates for money lent, to be expended on a building erected outside the boundaries of the borough.
4. I am of opinion, apart altogether from the question of borrowing, that the Council have no power to build a Town Hall outside the borough, and therefore that the application of the rates for such a purpose would be *ultra vires* and unlawful.
5. It will be apparent from what I have already written that the Council cannot legally have the Town Hall and Council Chambers within another municipality, and I am of opinion that ratepayers could lawfully refuse to attend at any such Hall or Chambers to make payment of their rates, and that, assuming no place was appointed within the borough in pursuance of section 111, the enforcement of the payment of such rates by legal process would be impossible. The rate or rates would not be invalid, but the objection under section 111 would be a bar to their recovery. The Act (Municipalities Act of 1867) applies to boroughs or municipalities generally, and, as might be expected, uses in consequence in many sections general terms, but they must be read and their applicability always limited to the boundaries of each particular municipality, unless the contrary is clearly manifest from the context, or from the nature of the subject matter referred to. If the Governor's letter or the authority therein endorsed had been worded so as to include improvements beyond the limits of the borough, it would have violated the law and would have been of no effect. This power to build and borrow is created by the statute, and can only be exercised in strict accordance with its provisions. And independent of that, speaking generally, all the powers of a borough can only be exercised within its own boundaries. If Cudgegong could build a Town Hall in the borough of Mudgee, why not other boroughs also, and then which would be *the* Town Hall of Mudgee?

JULIAN E. SALOMONS.

Chambers, 6th June, 1881.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

CUDGEGONG TOWN HALL BILL.

(PETITION AGAINST—CERTAIN RATEPAYERS OF THE BOROUGH OF CUDGEGONG.)

Received by the Legislative Assembly, 19 October, 1881.

To the Honorable the Members of the Legislative Assembly, in Parliament Assembled.

The Petition of the undersigned Ratepayers of the Borough of Cudgegong,—

RESPECTFULLY SHOWETH :—

That your Petitioners view with alarm the Bill now before Parliament from the Borough Council of Cudgegong, for leave to erect a Town Hall in the adjoining Borough of Mudgee.

That according to the provisions of the Municipalities Act, the Borough Council is compelled to receive the rates within its own Borough, and should this Bill pass they would have a Town Hall in the Mudgee Borough and a Council Chambers in the Cudgegong Borough, thus entailing a large outlay for rent or interest which this Borough is ill able to afford—the roads in the same requiring all the rates to keep them in passable condition.

That your Petitioners humbly submit that in view of the probable passing of the "Local Government Bill," now before Parliament, the Cudgegong Borough Council would be absorbed in the larger Councils provided for under that Act, and the necessity for Council Chambers, other than the large Town Hall at Mudgee, would be obviated, and the powers sought in the Bill your Petitioners protest against will not be required.

And your Petitioners, therefore, humbly pray that the Honorable the Members of the Legislative Assembly will not pass the said Bill.

And your Petitioners, as in duty bound, will ever pray, &c.

[Here follow 189 signatures.]

1881.

 NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF WEST MAITLAND—BY-LAWS.)

 Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 153.

Colonial Secretary's Office,
Sydney, 14th April, 1881.

THE following By-laws, made by the Council of the Borough of West Maitland, under powers conferred by the Municipalities Act of 1867, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published as required by law.

HENRY PARKES.

Placing Fruit, Skins, &c., on Roadway.

1st. No person shall throw or place upon any crossing or footpath in the Borough, any fruit, fruit-skin, rind, or peel.

Persons not to stand or loiter in Streets.

2nd. All persons standing or loitering upon any of the streets, footways, or other public places in the Borough, to the inconvenience of the passers by, or in any way interrupting the traffic, shall discontinue to do so on being requested by any duly appointed officer of the Council, or by any Police Officer.

Penalty.

3rd. Any person offending against either of the foregoing By-laws, shall for each offence upon conviction forfeit and pay a penalty or sum not exceeding five pounds.

Adopted by the Borough Council of West Maitland, this fifth day of November, in the year of our Lord one thousand eight hundred and eighty.

THOS. HUGHES, Council Clerk.

(L.S) JAMES FULLFORD,
Mayor.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF EAST MAITLAND—ADDITIONAL BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.Colonial Secretary's Office,
Sydney, 6th June, 1881.

BOROUGH OF EAST MAITLAND.

ADDITIONAL BY-LAWS.

THE following additional By-laws, made by the Council of the Borough of East Maitland, for regulating the reception and adoption of the Reports of Committees, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

HENRY PARKES.

Reception and Adoption of Reports.

No. 36. Every Report of any Standing Committee of the Council shall be made and signed by the Chairman thereof at least three days before the date of the meeting of the Council at which such Report is to be presented for reception, and no matter subsequently added to such Report, or brought up by any later Report, shall be proceeded with beyond its reception, at the next ensuing meeting of the Council; unless by a resolution adopted by the Council this rule shall for that occasion be suspended.

No. 37. Every Report of any Standing Committee made and signed as above provided for, or in respect of which the foregoing rule shall for the occasion be suspended, shall at the same meeting that it is received (provided due notice be given of the business in each Report), stand also for adoption, excepting in so far as any resolution which may be passed at such meeting shall affect its being then wholly or in part adopted.

No. 38. The report of every Select, Special, or other Sub Committee appointed for a definite purpose, whenever the same may be signed, shall at the same meeting that it is received stand also for adoption, excepting in so far as any resolution which may be passed at such meeting shall affect its being then wholly or in part adopted.

Passed by the Council of the Borough of East Maitland, this thirteenth day of April, in the year of our Lord one thousand eight hundred and eighty-one.

P. BOWNS,
Council Clerk.(L.S.) C. DELOHERY,
Mayor.

1881.

NEW SOUTH WALES.

MAITLAND CATTLE DRIVING ACT AMENDMENT ACT, 1880.

(BOROUGH OF EAST MAITLAND—BY-LAWS.)

Presented to Parliament, pursuant to Act 43 Vic. No. 20, sec. 2.

Colonial Secretary's Office,
Sydney, 27th August, 1881.

BOROUGH OF EAST MAITLAND.—BY-LAWS.

THE following By-laws, made by the Council of the Borough of East Maitland, under the "Maitland Cattle Driving Act Amendment Act, 1880," for regulating the passage of cattle for slaughter or shipment, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the above cited Act.

HENRY PARKES.

BY-LAWS of the Borough of East Maitland for regulating the passage of Cattle for slaughter or shipment.

WHEREAS it is expedient that provisions should be made for the purpose of regulating, within the boundaries of the Municipality of East Maitland, the passage of cattle intended for sale, slaughter, or shipment, in accordance with a resolution adopted by the Borough Council of East Maitland, on the 16th day of March, 1881: And in virtue of the power and authority vested in them in that behalf, it is ordered that the following By-laws do now take effect, and that they are hereby established for the purposes aforesaid:—

"1st. That no cattle intended for sale, slaughter, or shipment, or conveyance by rail, shall be driven into or through any part of the Municipality of East Maitland, except between the hours of 2 and 4 of the clock in the afternoon, and between the hours of 5 o'clock in the evening and 8 o'clock in the morning, from the 1st day of April to the 30th day of September inclusive, and between the hours of 2 and 4 of the clock in the afternoon, and between the hours of 6 o'clock in the evening and 8 o'clock in the morning, during the other portion of the year. And that the route to be taken by persons driving such cattle through the said Municipality shall be from the Victoria Bridge, along the Great Northern Road, to the junction of Melbourne and Newcastle Streets; and thence along either Newcastle-street to the boundary of the said Municipality, or along Melbourne-street to Narrang-street, and thence by the shortest line to the boundary of the said Municipality. The route to and from the Railway Station for the passage of cattle for conveyance by rail or arriving by rail shall be either from Newcastle-street to Day-street inclusive along William-street, or from William-street to Melbourne-street inclusive along Day-street, and that no such cattle shall be driven into or through any part of the said Municipality without having one or more persons on horseback in front, for the purpose of better controlling and guiding the same. And every person who shall drive or cause to be driven any such-cattle as aforesaid into or through any part of the said Municipality at any other hour or by any other route than hereinbefore provided, and without having one or more persons in front as aforesaid shall, on conviction in a summary way before any two Justices in Petty Sessions, forfeit and pay any sum not exceeding twenty shillings for each and every head of cattle so driven."

Passed by the Council of the Borough of East Maitland, this sixteenth day of March, in the year of our Lord one thousand eight hundred and eighty-one.

(L.S.) C. DELOHERY,
Mayor.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.
(BOROUGH OF EAST MAITLAND—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 12th December, 1881.

BOROUGH OF EAST MAITLAND.—BY-LAW.

THE following By-law, made by the Council of the Borough of East Maitland, for the purpose of preventing persons from loitering in the Streets, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the Municipalities Act of 1867.

HENRY PARKES.

BY-LAW made and passed by the Municipal Council of East Maitland, for the purpose of preventing persons from loitering in the Streets.

WHEREAS it is expedient that provision should be made for the prevention of inconvenience to passengers in the Streets of the Borough of East Maitland, the following By-law is hereby established for the purpose aforesaid, in accordance with a resolution passed by the Council of the said Borough, on the 30th day of March, 1881, in virtue of the power and authority vested in such Council in that behalf.

Any three or more persons in the company of one another standing or loitering upon any of the Streets of the Municipality to the actual inconvenience of any passenger or passengers passing thereon, or in any way interrupting the traffic, who shall not discontinue to do so on being thereto required by an officer of the Council or by any Police Officer, shall be liable to a penalty not exceeding forty shillings, to be recovered in a summary way before any two or more Justices.

(L.S.)

C. DELOHERY,
Mayor.

P. BOWES, Council Clerk.

1881.

 NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ALBURY—ADDITIONAL BY-LAW.)

 Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 6th June, 1881.

BOROUGH OF ALBURY.—ADDITIONAL BY-LAW.

THE following additional By-law, made by the Council of the Borough of Albury, relating to vehicles, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the "Municipalities Act of 1867."

HENRY PARKES.

MUNICIPALITY OF ALBURY.

BY-LAW.

ALL vehicles passing and re-passing through any road, street, or lane within the boundaries of the Municipality after sunset shall be provided with a light on each side, and the same shall be kept lighted until sunrise, if so long passing, re-passing, or travelling within the Municipality; and any offender against this By-law shall, on conviction before two Justices, pay a penalty not exceeding ten pounds nor less than five shillings.

Made and passed by the Borough Council of Albury, the twenty-fourth day of March, one thousand eight hundred and eighty-one.

JNO. H. PAINE, Council Clerk.

(L.S.) ALFRED H. EMERSON,
Mayor.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ALBURY—ADDITIONAL BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 153.

Colonial Secretary's Office,
Sydney, 27th August, 1881.

BOROUGH OF ALBURY.—ADDITIONAL BY-LAW.

THE following Additional By-law, made by the Council of the Borough of Albury, regulating the driving of cattle through the Borough, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the "Municipalities Act of 1867."

HENRY PARKES.

MUNICIPALITY OF ALBURY.

THE following new By-law has been made by the Borough Council of Albury as to driving cattle :—

From and after the passing of this By-law no cattle, bullocks in use for the purposes of draught, and cows belonging to residents in the Municipality kept for the purpose of being milked, together with any calves, the progeny of such cows, shall be driven through that portion of the Municipality of Albury, the boundaries of which are set out in Schedule A, on Sundays, nor on any other days save only between the hours of 12 p.m. and 8 a.m. during the months from September to February, both inclusive, and between the hours of 12 p.m. and 9 a.m. during the other months of the year, and between the hours of 2.15 p.m. and 3.30 p.m. during all the year: and all cattle save and except as aforesaid driven within the said boundaries during the hours aforesaid shall be driven only through the streets and places and portions of streets and places set out in Schedule B hereto: Provided always that any cattle that are required to be driven to or from any of the sale yards of any of the licensed auctioneers within the said Municipality may be driven off the said streets or places or portions of streets or places by the nearest route, being a public street, road, or place between the said streets or places or portions of streets or places and such sale yards during the hours aforesaid.

SCHEDULE A.

Commencing at the junction of North-street and Young-street, bounded by the east side of Young-street from the said commencing point to the north side of Wilson-street; then bounded by the north side of Wilson-street from Young-street to the east side of Macauley-street, from Wilson-street to the south side of Ebdon-street; then bounded by the south side of Ebdon-street from Macauley to the west side of Wodonga-place; then bounded by the west side of Wodonga-place from Ebdon-street to the north side of Dean-street; then bounded by the north side of Dean-street from Wodonga-place to the west side of Kiewa-street, from Dean-street to the north side of Guinea-street; then bounded by the north side of Guinea-street from Kiewa-street to the west side of David-street; then bounded by the west side of David-street from Guinea-street to the north side of Perry-street; then bounded by the north side of Perry-street from David-street to the west side of Macauley-street, from Perry-street to the north side of North-street; and then bounded by the north side of North-street from Macauley-street, to the point of commencement.

SCHEDULE B.

Macauley-street from North-street to Guinea-street.
Guinea-street from the Sydney Road to Kiewa-street.
Kiewa-street from Guinea-street to Wyc's-lane, Wodonga-place.

Made and passed by the Municipal Council of the Borough of Albury, this fifteenth day of June, in the year of our Lord one thousand eight hundred and eighty-one.

(L.S.)

ALFRED H. EMERSON,
Mayor.JNO. H. PAINE,
Council Clerk.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ORANGE—ADDITIONAL BY-LAW.)

 Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 18th July, 1881.

THE following additional By-Law, made by the Council of the Borough of Orange, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the "Municipalities Act of 1867."

HENRY PARKES.

THE following additional By-law, to stand as By-law No. 93a of the By-laws of the Municipality of Orange, was made and passed by the Municipal Council of the Borough, at a meeting of the Council held on Wednesday, the twenty-fifth day of May, 1881:—

93a. "Any person driving any spring cart, buggy, or other light vehicle within the said Municipality at a pace faster than a walk between sunset and sunrise, shall carry a light in such vehicle in a conspicuous place. Any one offending against this By-law shall be liable to a penalty not exceeding one pound."

(L.S.) J. S. LEEDS,
Mayor.

GEORGE TOWSON,
Council Clerk.
Council Chamber, Orange,
25th May, 1881.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF PETERSHAM—AMENDED BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.Colonial Secretary's Office,
Sydney, 27th August, 1881.

BOROUGH OF PETERSHAM.—AMENDED BY-LAW.

THE following amended By-law, made by the Council of the Borough of Petersham, relating to the erection of houses, &c., having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the "Municipalities Act of 1867."

HENRY PARKES.

AMENDED BY-LAW, No. 24.

Erection of houses, &c — Fee for permission.

No person shall be permitted to erect any fence, house, shop, or other building in any street, lane, or place within the Borough without having first served notice in writing to the Mayor or Council Clerk before commencing the same, stating his intention and describing the proposed situation of the building or erection, and shall, at the time the said notice is given as aforesaid, pay to the Council Clerk a fee of five shillings for permission to erect any such fence, house, shop, or building in any street, lane, or other place within the said Borough, and every owner thereof, and every contractor for such fence, house, shop, or other building, or any part thereof, commencing to build or work thereon without such notice having been given, shall forfeit and pay for every such offence any sum not exceeding forty shillings, nor less than five shillings.

Passed by the Municipal Council of the Borough of Petersham, this sixth day of June, in the year of our Lord one thousand eight hundred and eighty-one.

AUBREY MOWLE, Council Clerk.

(L.S.) W. H. PALING,
Mayor.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF NEWCASTLE BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 27th August, 1881.

BOROUGH OF NEWCASTLE.—BY-LAWS.

THE following By-laws, made by the Council of the Borough of Newcastle, relating to loitering in the streets, and the management of Burial Grounds, respectively, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the "Municipalities Act of 1867."

HENRY PARKES.

Persons not to stand or loiter in streets.

1st. All persons standing upon any of the streets or footways, or other public places in the Borough, to the inconvenience of the passers by, or in any way interrupting the traffic, shall discontinue to do so on being requested by any officer or servant of the Council, or by any Police officer.

Penalty.

2nd. Any person offending against the provisions of the foregoing By-law, shall for such offence upon conviction forfeit and pay a penalty or sum not exceeding two pounds.

Bodies not to be interred within certain distances, &c.

3rd. No dead body shall be interred in any existing cemetery now open for burials within the distance of one hundred yards from any public building, place of worship, schoolroom, dwelling-house, public pathway, street, road, or place whatsoever within the Borough; and no body shall be interred in any new cemetery that may be hereafter opened, within the said distance or one hundred yards from any such public building, place of worship, schoolroom, dwelling-house, public pathway, street, road or place whatsoever within the said Borough.

Burials contrary to By-laws, &c.

4th. Any person or persons having the charge of any cemetery, or other person or persons who shall knowingly inter or cause to be interred any body within the Borough contrary to the provisions of these By-laws, or otherwise commit a breach of any of them, shall for every offence be liable to any penalty not exceeding fifty pounds nor less than five pounds, and for every subsequent offence to any penalty not exceeding the first-mentioned amount, nor less than ten pounds.

Made and passed by the Council of the Borough of Newcastle, this eleventh day of April, in the year of our Lord one thousand eight hundred and eighty-one.

EDWARD S. HOLLAND,
Town Clerk.(L.S.) JOSEPH CREER,
Mayor.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF NEWCASTLE—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 153.

Colonial Secretary's Office,
Sydney, 19th October, 1881.

BOROUGH OF NEWCASTLE.—BY-LAWS.

THE following By-laws, made by the Council of the Borough of Newcastle, for regulating the Market Wharf in that Borough, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

HENRY PARKES.

BOROUGH OF NEWCASTLE.

BY-LAWS to enable the Municipal Council of the Borough of Newcastle, to establish tolls, rates, and dues, at the Public Wharf, at the Boat Harbour or Market Wharf Basin at the foot of Market-street, and for the due regulation and government thereof.

1. That the wharf or landing place at the Boat Harbour, foot of Market-street, situate in the Borough of Newcastle, shall be a public wharf, at which tolls, rates and dues may be collected under the Municipalities Act of 1867.

Division of wharf and uses of such divisions.

2. The said wharf shall be divided into three lots or divisions, that is to say :—

Lot No. 1. Extending along the east and south sides, shall be reserved and appropriated for loading and unloading of farm produce and general merchandise, subject to payment of such tolls and dues as are hereinafter particularized.

Lot 2. From the bridge at the southern end extending to the Government boat sheds, shall be reserved and appropriated as a slip for boats of private persons and licensed watermen, subject to the payment of such dues as are particularized hereinafter.

Lot 3. The extreme westerly end opposite that part of the margin of the boat harbour, reserved and appropriated for the use of Government boats, shall be kept clear, so as at all times to give free access to the Government boat steps.

Wharfinger.

3. The Council may appoint a wharfinger, who shall have charge of the said wharf and boat harbour, under the supervision of the Council and shall see that all the By-laws made by the said Council, in reference to such boat harbour, are enforced. He shall find two sureties, to the satisfaction of the Mayor, to the amount of fifty pounds each, for the faithful performance of his duties.

Duties of Wharfinger.

4. The wharfinger shall preserve order and regularity at the said boat harbour, and may remove therefrom any person or persons making or causing a riot or disturbance, or guilty of cursing, swearing, or using any gross or indecent language, or offending against common decency, or being drunk, or in any way misconducting himself or herself, or committing any breach of these by-laws.

Tolls and Dues.

5. The wharfinger shall be entitled to demand and receive the tolls and dues set out in the schedules hereto, from all persons using any portion of lots Nos. 1 and 2.

Regulation as to Carts.

6. No person having the charge of any dray, cart, or any vehicle, shall be allowed to remain on the landing place longer than the time actually occupied in loading or unloading the same; and no such vehicle shall at any time be left upon the said landing, or at the entrance thereto, unless in charge of a person competent to manage the same.

Goods not to be on the Wharf.

7. No goods, merchandise, produce, or live stock, other than is hereinafter specified, shall be allowed to remain at the edge of the basin for a longer time than may be necessary to ship, store, or cart away the same; and shall only be deposited for such immediate intention upon such part as may be indicated by the Wharfinger.

Shells, lime, timber, &c.

8. No shells, lime, timber, stones, bricks, iron, or other building, or bulky material, shall be allowed to remain on the edge of the basin for more than two (2) clear days after being landed.

Buoys, chains, &c.

9. No buoys, chains, anchors, ropes, or boats, punts, or barges of any kind shall be allowed to remain attached to the landing, except such as may be in immediate use.

Empty Cases, &c.

10. All empty cases, kegs, casks, boxes, fowl coops, crates &c., shall be kept in such places as may be set apart by the Wharfinger for their reception.

Not to create a Nuisance.

11. No person or persons shall place or deposit or permit to remain on any part of the said wharf any refuse, earth, soil, rubbish, dead animals, filth, or nuisance whatsoever, nor shall it be lawful for any person to empty, sweep, spill, slop, or cast into the waters of the basin any rubbish of any kind, nor shall the same be placed in such positions as would render it liable to be washed into the basin.

Record of Tolls, &c.

12. The Wharfinger shall keep a correct register of all the tolls and dues received by him day by day in respect of the several articles landed or shipped, and shall within 24 hours after deposit the amount so received at the Council Chambers with the Town Clerk.

Entrance kept clear.

13. No person shall block up the entrance to the boat harbour or allow his boat to swing around so as to hinder the free ingress or egress of any person coming in or going out, nor shall connect his or her boat to any stake in the centre of the basin, but shall at all times keep the same open and clear.

Watermen and Private Boats.

14. Lot 2 being reserved for boats of licensed watermen and private persons requiring the use of the slips for the hauling up of boats and storing the same, it shall not be lawful for any person to anchor or make fast his boat by any warp in the water so as to interfere with the free use of the said basin reserved as aforesaid.

Size of Berths, &c.

15. The space provided for each boat slip shall be in 6 feet berths to bona fide watermen and private individuals, one man shall not hold more than one berth.

Boats, &c.

16. No boats not in use shall be allowed to remain on any part of the boat harbour.

Old Boats.

17. The Wharfinger may remove all useless boats, and sell, or destroy the same, which are unclaimed, or which the owners after notice fail to remove within 48 hours after such notice.

Position to be taken up.

18. Any person using the said boat harbour shall take up the position assigned him by the Wharfinger, and shall when requested by him remove his boat to any other position.

Council may let.

19. The Council may let by public competition, by way of auction, or by tender, for a term of three years any portion of the said boat harbour, subject to such conditions as the Council may seem meet.

Penalties.

20. Any person who shall commit a breach of, or offend against any of these By-laws, shall for every such breach or offence forfeit and pay any sum not exceeding forty shillings.

SCHEDULE.

Table of Tolls and Dues to be paid for goods landed or shipped at the Market Wharf Basin, or Boat Harbour, at the foot of Market-street, Newcastle:—

	s.	d.
Wool, per bale	0	4
Sheet bark, per dozen or part of dozen	0	3
Tanner's bark, per ton	1	0
Beef, mutton, and pork, per tierce or cask	0	2
Beef, per quarter	0	2
Mutton, per carcass	0	1
Bacon, per side	0	1
Bricks, per 1,000 or any portion of 1,000	1	0
Tiles and flagstones, per 100 feet superficial	0	6
Stone for building purposes, per perch	0	6
All other stone, per perch	0	3
Lime, manure, sand, charcoal, per bag	0	1
Brooms, per dozen	0	1
Butter and lard, per keg	0	2
Cheese, per cwt.	0	2
Grain, per bag	0	2
Sawn timber and timber in logs, per 1,000 superficial... ..	1	0
Lathes and shingles, per 1,000	0	3
Palings, per 100	0	2
Flour, per ton	0	6
Calves and pigs, each	0	1
Hay and straw, per ton, pressed	0	6
Hay and straw, per ton, unpressed	0	9
Salt and coal, per ton	0	3
Firewood and billet wood, per ton	0	3
Tobacco, per cwt.	0	2
Fruit, per case	0	1
Wine, per quarter-cask	0	1
Sheep, each	0	1
Geese and turkeys, wild or tame, per pair	0	1
Fowls, ducks, rabbits, per pair	0	1
Pigeons or other small birds, per dozen	0	1
Eggs, per dozen, or any less quantity	0	0½
Milk, per gallon	0	0½
Oysters, per bag	0	6
Potatoes, and other vegetables, per bag, 100lbs.	0	1
Green fodder, per dozen bundles	0	1
Fish, per bushel, or less quantity	0	2
All other articles not herein enumerated, at the rate per ton	0	6
For right to place any boat, whether owned by private individuals, or plying for hire, upon the slips reserved for boats, there shall be paid to the Wharfinger, the sum of 20s. annually, or per week 6d.		

Made and passed by the Council of the Borough of Newcastle, this fifteenth day of August, in the year of our Lord one thousand eight hundred and eighty-one.

(L.S.) JOSEPH CREER,
EDWARD S. HOLLAND, Mayor.
Town Clerk.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF NEWCASTLE—AMENDED BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.Colonial Secretary's Office,
Sydney, 12th December, 1881.**BOROUGH OF NEWCASTLE.—AMENDED BY-LAWS.**

THE following Amended By-laws, made by the Council of the Borough of Newcastle, for the regulation of Streets, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

HENRY PARKES.

Not to throw fruit skins, &c.]

1. No person shall throw or place upon any street-crossing, or footpath, within the City of Newcastle, any fruit skin, rind, or peel.

Penalty.

2. Any person offending against the foregoing By-law shall for each offence, upon conviction, forfeit and pay a penalty or sum not exceeding five pounds.

Made and passed by the Council of the Borough of Newcastle, this fifteenth day of August, in the year of our Lord one thousand eight hundred and eighty-one.

EDWARD S. HOLLAND,
Town Clerk.

(L.S.)

JOSEPH CREER,
Mayor.

1881.

NEW SOUTH WALES.

NEWCASTLE PAVING AND PUBLIC VEHICLES REGULATION ACT.
(AMENDED BY-LAWS.)

Presented to Parliament, pursuant to Act 39 Vic. No. 36, sec. 9.

Colonial Secretary's Office,
Sydney, 8th November, 1881.

BOROUGH OF NEWCASTLE—BY-LAWS.

THE following amended By-laws, made by the Council of the Borough of Newcastle, under the powers conferred by the "Newcastle Paving and Public Vehicles Regulation Act" (39 Victoria No. 36), having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the above cited Act.

HENRY PARKES.

BY-LAWS under the "Newcastle Paving and Public Vehicles Regulation Act of 1876," 39 Victoria, No. 36.

The Council of the Municipality of Newcastle do, by virtue of the authority vested in them by the "Newcastle Paving and Public Vehicles Regulation Act of 1876," hereby make and establish the following By-laws for the regulation of Public Vehicles within the City of Newcastle, and generally for carrying into effect the purposes and provisions of the said Act, and declare that the same shall stand in the place and instead of all By-laws heretofore in force, which By-laws heretofore made are hereby repealed.

Interpretation.

1. In the construction of these By-laws, unless the context shall otherwise indicate, the following terms in inverted commas shall bear the meaning and include the things hereinafter severally assigned or set against them.

- "Council"—The Council of the Borough of Newcastle.
- "Inspector"—The Inspector or Sub-Inspectors now or hereafter to be appointed by the said Council.
- "Vehicle"—shall include all vehicles of any description hereinafter defined in this By-law.
- "Omnibus"—A vehicle used for the purpose of standing or plying for passengers to be carried for hire at separate fares in any public street or place, and including the following description:—Vehicle on four wheels drawn by two or more horses, carrying more than ten passengers.
- "Omnibus Car"—Any vehicle used for the purpose of standing or plying for passengers to be carried for hire at separate fares in any public street or place, and including the following description:—Vehicle on four wheels, carrying not more than ten passengers, other than a hackney carriage.

"Carriage"—Any vehicle used for the purpose of standing or plying for hire in any public street or place, and including the following descriptions:—Hackney carriages or vehicles on four wheels drawn by one or two horses, cab or vehicle on two wheels drawn by one horse.

"Dray"—Dray, wain, waggon, cart, van, or vehicle of any construction, standing or plying for hire, and drawn by one or more horses.

"Owner"—Every person who alone or in partnership with any other person, shall keep any vehicle for which a license shall or may be obtained by, or transferred to, him under these By-laws.

"Driver"—Every person engaged or employed in driving any vehicle.

"Conductor"—Every person other than the driver engaged or employed in attending upon passengers in or upon any omnibus.

"Passenger"—Every person carried in or upon any vehicle other than the driver or conductor.

"Horse"—Horse, mare, gelding.

And in the construction of these By-laws any word importing the singular number shall be understood to include several persons or things, as well as one person or thing, and any word importing the plural number shall be applied to one person or thing, and every word importing the masculine gender shall extend and be applied to a female as well as a male.

Public Vehicles generally.

No vehicle to ply or person to drive or conduct without a license

2. No vehicle shall ply for hire, nor shall any person act as the driver or conductor of any such vehicle within the Municipality of Newcastle unless licensed in the manner hereinafter mentioned, nor during the suspension or after cancellation of such license, as hereinafter provided. The owner of any such

vehicle shall not permit the same so to ply for hire until he shall have taken out the license therefor, and paid the fee provided in the Schedule hereunto annexed, marked C, applicable to the description of vehicle intended to be licensed: Provided that the Council may, upon sufficient reasons being adduced, reduce such license fee.

A requisition must be sent for licenses.

3. Before any license shall be granted to the owner, driver, or conductor of any vehicle, the person requiring such license shall obtain from the Inspector, free of charge, a requisition in the form of the Schedule hereunto annexed, marked A, or to the like effect, and shall duly fill up and sign the same and deliver it, with a certificate from two respectable persons, stating that he is of good character, of the required age, and competent for the position under license applied for, to the Inspector at his office, or such other place as may be appointed for that purpose.

No license to be granted for vehicle in bad condition.

4. No license for any vehicle shall be granted or renewed unless the vehicle, horse or horses, and harness shall have been examined by the Inspector or other person appointed by the Council, and found by him to be in a fit state to be licensed; and no license shall be granted in respect of any vehicle which, in the opinion of the Inspector, shall be unsafe, in bad repair, or otherwise unfit for the accommodation and conveyance of passengers, or for the conveyance of goods or merchandize.

Form of license.

5. Licenses for owners, drivers, or conductors shall be in form provided in Schedule B, for each such license respectively, or to the like effect.

Licenses to continue in force until 31st December.

6. Every license granted under these By-laws shall be under the hand of the Mayor, countersigned by the Town Clerk, and shall be in force from the date of such license up to and including the 31st day of December then next ensuing; and no such license shall include more than one vehicle: Provided that if by accident any vehicle shall become unfit for use, it shall be lawful for the owner thereof, during such reasonable time as it shall be undergoing repair, to use another vehicle as a substitute; but the substitute shall, in all respects except as to a license, be subject to these By-laws in the same manner as if a license had been granted for it, and the owner using it shall be liable for any non-compliance with these By-laws in respect thereof as if it had been licensed. In order to entitle an owner to the benefit of the above provision, he shall, before using such substitute, give notice of his intention to do so in writing to the Inspector, stating the true cause of his being compelled to use such substitute, and the period during which it will be necessary to do so; and no such substitute shall be used until it shall have been inspected and approved of by the Inspector, or for a longer period than fixed by a certificate to be signed by the Inspector and delivered to the owner.

Licenses, by whom made out.

7. Licenses shall be made out in duplicate by the Town Clerk or his assistants, and numbered in such order as the Council shall from time to time direct.

Fee of licenses.

8. For every such license, or annual renewal thereof, there shall be paid to the Town Clerk the several rates set forth in the Schedule hereunto annexed, marked C.

Renewal of licenses.

9. Licenses may be renewed at the end of every year by endorsement under the hand of the Town Clerk: Provided that the applicant for such renewal shall have been reported by the Inspector as having conducted his business creditably and satisfactorily.

Owner not to part with license or licensed vehicle without the approval of the Council.

10. No owner shall be at liberty to part with or lend his license. Any owner transferring or selling his licensed vehicle shall immediately give notice thereof to the Town Clerk, and the transferee or purchaser shall thereupon apply to have the license transferred to him, and shall sign his name in the books of the Council and on the license; and until this By-law shall have been complied with, the transferrer or seller shall remain liable as owner for the breach of any of these By-laws, and no transferee or purchaser shall use the vehicle or allow it to be used to ply for hire.

Who deemed owner.

11. The person or persons in whose name or names a license shall appear on the books of the Council shall be deemed the owner of the vehicle in respect of which such license shall have been issued.

Change of Residence to be notified.

12. Whenever any person named as the owner, or one of the owners, driver, or conductor, of a licensed vehicle, shall change his place of abode, he shall, within two days next after any such change, give notice thereof in writing signed by him to the Town Clerk, specifying his new place of abode, and the same shall be endorsed upon the license granted to such owner, driver, or conductor, and entered in the Register of Licenses. Any holder of a license, who since the license shall have been issued to him, shall have been convicted of any felony or misdemeanour of having been intoxicated while in charge of a licensed vehicle, or of any two breaches of these By-Laws within a period of six months, shall be liable to have his license cancelled or suspended by the Council; and no person shall during the suspension or cancellation of his license act as driver or conductor of any licensed vehicle. The Council shall have power to suspend or cancel the license of any driver or conductor who shall have been guilty of any breach of these By-Laws, notwithstanding the provisions of the next preceding By-Law and no person shall during the suspension of his license act as driver or conductor of any licensed vehicle.

Driver and Conductor not to part with License.

13. Every driver or conductor shall deliver to the owner employing him the duplicate of his license; but he shall not lend or otherwise part with his original license on any pretence whatsoever. No owner of any such vehicle shall employ an unlicensed person as the driver or conductor thereof, or without receiving from such licensed driver or conductor the duplicate of the license held by him, which duplicate the said owner shall hold during the time of such person's employment by him, and on discharging any such person he shall return to him the said duplicate.

Council may order Inspection.

14. The Council may as often as they shall deem it necessary cause an inspection to be made of all or any licensed vehicles, and of the harness and horse or horses used in drawing the same; and if any vehicle, horse or horses, or harness, shall be found by them in their opinion unfit for public use, notice in the form or to the effect contained in the Schedule annexed, marked L, shall be given to the owner of such vehicle; and if, after such notice, he shall use or let for hire, or suffer to be used or let for hire, such vehicle, horse or horses, or harness as the case may be, before the same shall be in their opinion in condition fit for public use, the Council may suspend, for such time as they may deem proper, the license of such vehicle, and in case the owner shall neglect or refuse to attend with his licensed vehicle, horse or horses, and harness, before the Council when he shall be called upon for that purpose, the Council may suspend the license of such vehicle. And no owner of any such vehicle shall permit or suffer the same to ply for hire during the suspension of such license.

Lamps to be Lighted.

15. Every licensed vehicle shall be provided with a lamp on each side of the same outside, and the driver of same when plying for hire, between sunset and sunrise, shall light and keep such lamps lighted, and the conductor of an omnibus shall, also between the hours of sunset and sunrise, light and keep lighted the lamps inside such omnibus.

No vehicle to be withdrawn without notice.

16. No owner of any licensed vehicle shall withdraw the same from hire, without leave from the Inspector, except in case of accident.

To ply from stands.

17. The owner or driver of any licensed vehicle shall not permit the same to stand or ply for hire, except at or from an appointed stand.

Stands in Schedule.

18. The places specified in Schedules E, H, and I hereunto annexed, are hereby respectively appointed public stands for licensed vehicles. And the said Council may, by resolution from time to time as they may see fit, alter the position of such stands.

Mode of driving on stands.

19. The driver of every vehicle shall, on its arrival at any public stand, drive the same to the end of the rank of any vehicles that may be on such stand; and be last on the same, and at every public stand all vehicles shall be arranged in single rank only.

Space to be left between every fourth vehicle.

20. At every fourth vehicle on every stand there shall be left a space of at least eight feet, for passengers to pass through.

Driver and Conductor to be in attendance.

21. The driver and conductor of every vehicle shall be constantly attendant on the same when standing on a public stand, or whilst plying for hire; and no driver or conductor shall, when standing on a public stand or plying for hire, be at such a distance from the horse or horses attached thereto as to prevent his having control over the same, nor shall the driver or conductor at any time stand by or remain on the footway or pavement of any of the streets, lanes, or public places next adjoining any public stand; but every driver and conductor when not actually employed in or about his vehicle, or in feeding or watering his horses, shall remain on the driving-box or step of his vehicle, and not elsewhere.

Taking up or setting down passengers.

22. The driver of any vehicle taking up or setting down passengers at any place of public worship or public amusement, or at any public meeting, within the Municipality, or who is waiting for any of those purposes, shall obey the direction of the Inspector or other officer, who may be on duty at such place or places, as to the taking up or setting down or waiting for passengers, and as to the order and place in which any vehicle shall stand; and every driver shall perform his duty in a careful and quiet manner, and shall not push into or get out of the line or position fixed for the vehicles, so as to endeavour to arrive at his place of destination before any other vehicle the driver whereof from its position would have a prior right to take up or set down passengers.

Mode of feeding horses.

23. The driver of every vehicle shall place a muzzle upon the head of any vicious horse whilst on the stand, and whilst feeding his horse or horses shall use nosebags to contain the forage, and shall not remove his horse's blinkers during the time of feeding.

No loitering.

24. No driver of any vehicle shall suffer the same to stand or loiter in any street, or alongside any other vehicle, in taking up or setting down any person, or wilfully, wrongfully, or forcibly prevent, or endeavour to prevent, the driver of any other vehicle from taking a fare.

Wilfully or negligently damaging property.

25. Any owner, driver, or conductor who shall, whilst driving, loading, unloading, or attending any vehicle, or whilst upon any public stand, wilfully or negligently do or suffer, or cause, any damage to be done to the person or property of any one, shall, upon conviction, forfeit and pay to the person whose person or property shall have been damaged, such sum for compensation, not exceeding £10, as the justices hearing the case may award.

Drivers and Conductors guilty of misconduct.

26. No driver or conductor shall, whilst acting as driver or conductor, be guilty of any breach of the peace, misconduct, or misbehaviour, or be intoxicated, or make use of any threatening, obscene, filthy, indecent, blasphemous, profane, abusive, or insulting language, sign, or gesticulation, but shall at all times be sober and careful in the discharge of his duties.

Driver to deliver table of fares.

27. The driver of any carriage shall, immediately upon any person entering the same, give to such person a table of the fares payable for the hire of licensed vehicles, printed in clear and legible characters.

Not to stand longer than necessary for loading, &c.

28. No driver shall, except whilst standing on an appointed stand, permit his vehicle with or without a horse or horses, to stand in any part of the City longer than may be absolutely necessary for loading or unloading, or for taking up or setting down passengers, nor shall he cause any obstruction in any part of the Municipality.

Driver to keep on the near side of the road.

29. Every driver of any vehicle shall keep the same on the left or near side of the road, except in case of actual necessity, and shall permit any other vehicle to pass, having the right so to do, and when about to stop shall raise his whip straight up, so as to warn the driver of any vehicle that may be behind.

Driver to turn vehicle at a walk, &c.

30. The driver of every vehicle shall bring the horse or horses to a walking pace before commencing to turn, and shall also go at the same pace in turning the corner of any street.

Pace for omnibuses and carriages, &c.

31. No vehicle except a dray shall be drawn through any part of the Municipality, at a walking pace, except as before provided, or on Sundays, when all shall be so drawn, when passing places of public worship, during divine service, nor at a pace faster than that of a trot, which shall not be at a less rate than six miles an hour, nor more than seven, at which rate all carriages shall be drawn.

Condition of vehicle.

32. The owner of every vehicle shall at all times, when the same is plying for hire, make and keep it clean, strong, and in good order in all respects, and if with windows, they shall be sound and unbroken, with the leathers or lifts suitably attached to the frames. The horse or horses shall be able and sufficient for their work, free from disease, and properly broken in to harness; the harness for each horse shall be perfect, good, and sufficient for the purpose, and every driver or conductor shall be clean in his person, and wear a good hat, and other clean and respectable clothes, and conduct himself in a proper and decorous manner; and no driver shall illuse any horse in any such vehicle.

Who shall be carried.

33. No person suffering from an infectious or contagious disease shall ride in or upon any licensed vehicle, and no driver, or conductor shall knowingly carry, or permit to be carried, any such person, or (except to some police office or watch-house) any corpse, or any person in a state of intoxication, or who is so noisily or violently conducting himself or otherwise so misbehaving as to occasion any annoyance, or to disturb the public peace; and no passenger shall carry inside any vehicle, except a dray, any animal or any substance of an offensive character, or that might soil or damage the vehicle, or the apparel of other passengers. And no driver or conductor shall sleep in or upon any licensed vehicle, or use the same for eating his meals therein.

34. No driver or conductor shall smoke tobacco or other thing whilst driving or conducting any licensed vehicle engaged on any fare, nor shall any passenger smoke on any vehicle without the consent of the driver, or against the wish of any other passenger, and in no case shall any smoking be allowed inside any omnibus or other vehicle. No conductor shall enter any omnibus nor mount on the top of it whilst performing his journeys, for the purpose of collecting any fares or for any other purpose, or permit any person to stand on the steps or monkey-board whilst he shall be conducting.

No person to drive without consent of owner.

35. No person except the driver or conductor of a licensed vehicle (authorised by the owner of such vehicle), shall drive or conduct the same. No driver or conductor shall suffer or permit any other person to act as driver or conductor of such vehicle without consent of the owner, neither shall the driver or conductor of any vehicle leave the same when plying for hire; and no person shall tout or solicit passengers for him.

Not to neglect to take a fare agreed for.

36. No owner or driver of any licensed vehicle having agreed to take a fare from any place, at any time, shall delay, neglect, or refuse to do so.

Vehicle whilst loading to be placed near side of street.

37. Every driver, whilst engaged in loading or unloading his vehicle, shall place it as near as conveniently may be to the near or left hand side of the street, parallel to the footway.

By-Laws to be given to licensed persons.

38. Every person obtaining a license under these By-laws shall at the time of registering his license have given to him, without charge, a copy of these By-laws, each such copy to be signed by the Town Clerk, and to have the name of the owner, driver, or conductor, to whom the same shall be delivered, with the number of the license written distinctly thereupon; and such owners, drivers, and conductors respectively shall at all times have such copy of By-laws ready for production, and shall upon request produce the same for any person using or hiring any vehicle, and every driver and conductor shall at all times have his original license, and produce the same when required by any person as aforesaid, or to the Inspector or his assistants, or to any Justice of the Peace, or Inspector of Police, or police requiring the same.

The register of license.

39. Every owner, driver, and conductor, on receiving his license, shall sign a copy purporting to be such, and acknowledging the receipt of the original license, which copy shall be kept by the Town Clerk, and the production of which, on any

proceeding for breach of the By-laws, shall be sufficient evidence that the person so signing, is in fact the person to whom such original license was issued without any notice to produce the original.

Omnibus and Omnibus Car Regulations.

Construction of Omnibus and Omnibus Car furnishing necessary particulars to be painted.

40. Every omnibus and omnibus car for which a license shall hereafter be applied for shall be of the dimensions herein directed, and shall be provided by the owner, with the fittings and furniture, and have painted on it the words, figures, and notices detailed and described as follows:—

Dimensions.

From floor to roof, in line with front of each seat, not less than five feet.

From top of seat of cushion to roof, not less than three feet six inches.

Each seat shall not be less than fourteen inches wide. Space from seat to seat between the inside seats, not less than two feet.

Fittings and Furniture.

The outside seats, when not of the rustic pattern, and all inside seats, shall be furnished with good cushions.

Springs shall be provided to all window frames, of an approved pattern, effective to prevent noise.

Waterproof aprons shall be provided sufficient to cover the legs of all outside passengers, which aprons the driver shall offer for use.

A bell or check-string to warn the driver to stop when required.

Two lamps outside, one on each side of the omnibus, of the colour prescribed for the line of road on which it shall ply; one lamp inside.

Words, &c., to be painted.

The body of the omnibus shall be painted of the colour prescribed for each particular line of road, and shown in Schedule G.

The number of the license in black, on the outside lamps.

The number of the license, 4 inches long, and of proportionate width, upon or near the driver's seat, and upon the panel of the door on the outer side.

The fare, and name of the owner, on the outside of the door.

The name of the stands between which it shall be licensed to ply, on each external side clear of the wheels; also—

On the end panel inside, in a conspicuous place, the names of the stands between which it shall be licensed to ply, the licensed number of passengers, the time of journey, the fare, and the name of the owner, except where otherwise directed. All the above words and figures to be not less than 2 inches in length, free from flourishes or intricate designs, and of a colour opposite to, contrasting with the ground on which they shall be painted. No alteration shall be made in any of the above without notice to the Inspector and the approval of Council: Provided that no alteration in the colour of the body of any omnibus shall be enforced until it shall be required to be painted: Provided also that it shall not be lawful for the owner, driver, or conductor of any omnibus or omnibus car to suffer any notice, advertisement, or printed bill, or any names, letters, or numbers, to appear upon the outside, or inside thereof, without the consent of the Inspector previously obtained.

Not to carry a greater number than licensed for.

41. No driver or conductor shall admit to the inside, or allow on the outside of any vehicle at any one time a greater number of passengers than the number it shall be licensed to carry inside or outside, as the case may be; and no vehicle shall be licensed for more passengers than the same will accommodate upon fit seats properly cushioned, allowing for each passenger a space of 18 inches, measuring in a straight line lengthwise, on the front of each seat: Provided that no child under five years of age sitting on the lap shall be deemed to be a passenger under these By-laws. No passenger shall carry more than one child without paying its fare.

42. No omnibus shall be taken off the line of road for which it shall be licensed excepting as is herein provided.

Vehicles to start in rotation.

43. The time of starting shall be according to the table in Schedule K. The first vehicle to start on one day shall be the last on the next, and the others in their order, starting earlier

by the interval appointed between any two vehicles on such stand; and each owner shall furnish a vehicle to perform the journeys in every turn that falls to him, so as to keep a continuous rotation daily: Provided that at such stands as do not appear under Schedule J, there shall be an interval of 10 minutes between the starting of every two vehicles plying from any stand to the same place, or such other special cases as the Council may see fit to direct.

Line of road and time to be kept.

44. The driver of every vehicle shall on each line of road start with his vehicle from its stand, and complete the journey and the parts thereof to its other stand, if any, for such road in the times shown in Schedules J and K, without turning the same round or leaving the proper line of road from one stand to the other, as shown in the license of such omnibus or other vehicle.

Extraordinary occasions.

45. The Inspector of licensed vehicles for the time being shall be at liberty to grant permission to the owner or driver of any licensed vehicle to leave the line of road for which such vehicle is licensed, and ply the same from any place, not being an appointed stand, and no owner or driver of any licensed vehicle shall permit or suffer the same to leave the line of road for which such vehicle is licensed without such permission.

No Blowing of horns, &c.

46. No driver or conductor of any omnibus, or other vehicle whilst standing at a public stand or plying for hire in any part of the Municipality, shall endeavour to attract notice by ringing of bells, blowing of horns, or other instruments, nor deceive any person in respect of the route or destination thereof by word or sign; nor shall the driver or conductor of any vehicle endeavour to attract notice by shouting on Sunday whilst standing at a public stand, or in any part of the Municipality: Provided that the Inspector may in certain cases give the driver permission to sound a horn or blow a whistle.

Passing.

47. The driver of any vehicle shall not permit his vehicle to pass any other in the Municipality proceeding in the same direction from or to the same stand, if the latter be proceeding on its journey at a pace faster than a walk.

Eligible passengers not to be refused.

48. No owner, driver, or conductor of any vehicle shall demand, receive, or take from any passenger a larger fare than shall be shown in large immovable figures in some conspicuous place, both inside and outside the vehicle, as the fare for which such vehicle plies: Provided that no fare shall be increased, except between the hours of 10 o'clock at night and 5 o'clock in the morning. And no driver, or conductor of any vehicle shall neglect or refuse to admit and carry any person for whom there is room, and to whom no reasonable objection can be made under these By-laws; nor, except in cases of accident, or other unavoidable cause, shall any driver or conductor stop such vehicle upon any place where foot-passengers usually cross the carriage-way.

Fares to be paid on demand, &c.

49. Any person having taken his seat in or upon any licensed vehicle shall pay the fare when demanded, after the commencement of his journey. The owner of every vehicle plying for hire shall provide the same with a licensed driver and a licensed conductor.

Carriage regulations.

Carrying capacity of hackney carriages.

50. The number of the license granted for every hackney carriage or cab, shall be painted in figures not less than two inches in height, and of proportionate breadth, of a colour to contrast with the colour of the ground on which it shall be painted, outside on the panel of each door on any hackney carriage, and on the sides of the boot of any cab, and upon each lamp on any of the aforesaid vehicles, the same number of the same size shall be painted black, and all the aforesaid numbers shall be kept legible and undefaced during all the time such vehicle shall ply or be used for hire, and the owner of any such hackney carriage or cab shall be liable to the penalties herein provided, for a breach of this By-law. The drivers of such vehicles respectively shall be bound to take, if required, exclusive of the driver, four persons inside and one outside a hackney carriage, or two persons inside a hansom cab. The driver shall not be obliged to take any luggage exceeding fifty pounds in weight, being clean and of such a description as may be placed inside or outside the vehicle without injuring the same, and the driver shall be entitled to claim one shilling for every additional fifty pounds weight, or portion thereof so carried; but the person hiring

such vehicle shall be allowed eighty-four pounds weight of luggage when the number of persons is short of the number aforesaid. Whenever the number of persons carried shall exceed that named for each vehicle respectively, the driver shall be entitled to charge—by time or distance, as the hiring may be—one-third more for each adult or two children over five and under fifteen years of age. Further, the driver shall not allow any person to ride, drive, or be carried in or upon such vehicle without the consent of the hirer.

Number of carriage and table of fares to be affixed inside.

51. The number of the license of every carriage on a card six inches by three, printed in clear legible figures, and the table of fares to be fixed by the Council shall be affixed at the back of the panel of such carriage, or in such other place as the Council may direct; and such card shall be kept so affixed, legible and undefaced, during all the time the carriage shall ply or be used for hire, and also the following notice, viz.:—"Driver is required in all cases to give the hirer on entering the vehicle a ticket, and to produce the By-laws and table of fares on demand." The owner of every carriage shall provide and the driver shall deliver when demanded, to every person hiring a carriage, on entering the same, a printed ticket in the following form, or such other as the Council may from time to time direct, and on such ticket the table of fares fixed by the Council:—

"Preserve this ticket and see that number corresponds with that on vehicle. In case of complaint apply at the Inspector's Office. Table fares (as in Schedule F). Tolls in all cases to be paid by the hirer. No owner or driver of a licensed hackney carriage or cab shall demand, receive, or take more than the several fares set forth in the Schedule hereunto annexed, marked F."

Drivers to draw to near side to put down, &c.

52. Every driver of a carriage whilst engaged in taking up or setting down any passengers shall, during such taking up or setting down, place his vehicle as near as conveniently may be to that side of the street, and in a line parallel with the kerbstone at which the taking up or setting down is required: Provided that he shall put down or take up on his near side.

Fares to be paid for vehicles sent for but not used.

53. Any person calling or sending for a carriage and not further employing the same shall pay as follows:—For a hackney carriage, one shilling: for a cab, nine pence, or the fare from the stand or place from which the carriage was engaged at the driver's option. And if the person calling the carriage shall detain the same more than five minutes, he shall pay for any time it may be detained, not exceeding a quarter of an hour; if a hackney carriage, nine pence, if a cab sixpence, and any further time in the same proportion.

Legal fares to be paid.

54. Any person having hired a licensed carriage shall pay the legal fare when demanded; and any person refusing or neglecting to pay the same shall, on conviction before two Justices of the Peace, forfeit and pay the same with such amount of over damages, costs, and charges, for loss of time, or otherwise, as the said Justices shall think fit.

Dray Regulations.

No person to ride upon dray without reins.

55. No owner, driver, or other person having the care and charge of any dray drawn by one or more horses, or other animals, shall ride thereon, unless he shall be provided with sufficient reins nor in any case if such dray be loaded; and no block dray shall be allowed to proceed out of a walking pace.

Property left on dray.

56. For every case of goods or merchandize being left on any licensed dray, or with the driver thereof, by any person having hired or used the same, such property shall be delivered up to such person, or shall within eighteen hours be taken, in the state in which it shall have been found, to the Inspector's office and there deposited with the Inspector.

Not to carry more than one ton on dray.

57. No owner or driver shall at any one time carry on any licensed dray, having only two wheels and drawn by one horse, a greater weight than one ton.

Detention.

58. Whenever any dray, hired by the load or distance, having taken up a load, shall be detained with the same more than fifteen minutes, the hirer shall pay for every fifteen minutes after the first, sixpence, and so in proportion for any longer period.

How numbers placed on dray.

59. The number of the license granted for every dray shall be painted white on a ground of black, or the reverse, on the sides thereof, in a conspicuous place in figures not less than three inches in height and of proportionate breadth, with the letters N B C of the same colour immediately above the figures, and the driver or owner of such dray shall at all times keep the same legible and undefaced.

Not to demand more than legal fare.

60. No owner or driver of any dray shall demand, receive, or take more than the several fares or amounts fixed by the Council by these By-laws, and no owner or driver of any dray shall carry for hire any persons as passengers.

Fares for sending for, but not using dray.

61. Any person calling or sending for any licensed dray and not further employing the same, shall pay the sum of two shillings, or the fare or hire from the stand or place where the dray was engaged, at the driver's option; he shall further pay for any time the dray may be detained, not exceeding a quarter of an hour, the sum of one shilling, and for any time not exceeding a second quarter of an hour the sum of sixpence, and for any further time at the rate of sixpence for every quarter of an hour.

Distance—how computed.

62. The distance shall be computed from the stand or place where the dray was hired.

To pay legal fare.

63. Any person having hired a dray shall pay the legal fare when demanded.

Council appoint stands.

64. The places enumerated in the Schedule marked E are hereby appointed public stands for drays.

Drays not to stand across street.

65. No driver of any licensed dray shall suffer the same to stand for hire across any street, except so directed by the Inspector, or alongside any other vehicle, nor obstruct the driver of any other dray in loading or unloading any goods or merchandize, or wilfully, wrongfully, or forcibly prevent, or endeavour to prevent, the driver of any vehicle from taking a fare or hiring.

Miscellaneous Regulations.

Property found in vehicles.

66. The driver of every carriage and conductor of every omnibus shall carefully examine his vehicle immediately after setting down his fare, and in every case of property having been left in any vehicle, by any person having used or hired the same, such property, if found by another passenger or other person, shall be delivered to the driver or conductor, who shall deliver the same, with any other property found by him, within eighteen hours after such finding to the Inspector at his office, and there deposit it; and no owner shall detain any property delivered to him by any driver or conductor in his employment longer than the time before-mentioned, but shall deposit it at the Inspector's office with the Inspector.

Additional fare after 10 p.m. and before 5 a.m.

67. For as much of every drive by time or distance as may be performed by any vehicle not an omnibus, after 10 o'clock at night and before 5 o'clock in the morning, an addition of one-half the ordinary fare shall be paid with such ordinary fare, and in case of an omnibus the charge shall be double the ordinary fares between the above-mentioned hours.

Information may be made on behalf of the complainant.

68. It shall be lawful for the Inspector on receiving any complaint from the owner, driver, or conductor of any licensed vehicle, or from any person using or intending to use, or hiring or intending to hire, any such vehicle, that any of these By-laws have been disobeyed, to cause the person against whom the said complaint shall have been made to be summoned to appear before the Justices.

Vehicles on a stand bound to take a fare.

69. Every vehicle except an omnibus or omnibus car standing or being on any public stand shall be deemed to be plying for hire, and the driver thereof shall be bound to take immediately any fare, notwithstanding any pre-engagement: Provided, however, that no person shall be bound to take such fare unless the person requiring the same shall upon demand tender and pay the legal fare for the required hiring there and then. Further, if at any other place than a public stand the owner or driver

shall solicit engagement by word or sign, he shall be bound to take a fare immediately under the same conditions as before mentioned as to the hirer.

Inspector may be appointed.

70. Such person or persons as may from time to time be in that behalf appointed by the Council shall be Inspector or Sub-inspector, during the pleasure of the Council, of all licensed vehicles plying for hire in the Municipality, and such Inspector or Sub-inspectors shall, every three months, examine all such vehicles and report to the Council on the same, and shall at all times see that as far as possible the By-laws are duly observed; and such Inspector or Sub-inspectors shall have power to order from any stand or from being driven or used for hire any vehicle which, with horse or horses and harness attached thereto, upon examination shall not be in a proper and cleanly state, and in all respects in accordance with the By-laws fit for work; and every owner, driver, or conductor shall comply with the orders and directions so given.

No person to obstruct Inspector.

71. No owner, driver, or conductor, or other person, shall obstruct or hinder any such Inspector or Sub-inspector in the execution of his duties, or refuse to comply with any lawful order or direction to be given by him in relation to these By-laws.

72. For any offence against the provisions of these By-laws the offender shall be liable to and shall pay a penalty not exceeding £10 nor less than 6s.

SCHEDULE A.

A requisition for license to

To the Council of the Borough of I, _____, residing in _____ street, do hereby request that a license be granted to me to No. _____ within the said Borough.

SCHEDULE B.

This is to certify that _____ is hereby licensed to _____, a certain No. _____ within the Borough of Newcastle, from the date hereof to the thirty-first day of December next, subject, nevertheless, to all and every the By-laws, Rules, and Regulations in force relating thereto.

Given under our hand at Newcastle, this _____ day of _____ in the year of our Lord one thousand eight hundred and _____

Build
Colour
Lining
Name
Stand
Line of road

Licensed to carry _____ inside passengers and _____ outside.
Mayor,
Town Clerk.

SCHEDULE C.

License Fees.

	On and after 1st January in each year.	On and after 1st April in each year.	On and after 1st July in each year.	On and after 1st October in each year.
Omnibuses each	£ s. d. 6 0 0	£ s. d. 4 10 0	£ s. d. 3 0 0	£ s. d. 1 10 0
Omnibus Cars..... "	5 0 0	3 15 0	2 10 0	1 5 0
Cars..... "	4 0 0	3 0 0	2 0 0	1 0 0
Hackney Carriages, "	3 0 0	2 5 0	1 10 0	0 15 0
Cabs..... "	2 0 0	1 10 0	1 0 0	0 10 0
Drays, Carts, and Vans..... "	2 0 0	1 10 0	1 0 0	0 10 0

Drivers of cabs, carriages, and omnibuses, yearly... 10s. each
Conductors, yearly 5s. "
Drivers of drays 5s. "

SCHEDULE D.

Dray Fares.

From any wharf, stand, or place in the city to a distance not exceeding half a mile 3 0
For every additional half mile or part of half mile ... 1 0

The above fares are for merchandize and goods delivered to the driver at his dray.

The removal of household furniture shall be by the hour :—For the first hour or part thereof 2 6
For every additional half-hour or part thereof 1 3

SCHEDULE E.

Dray Stands duly appointed.

In Watt-street, on the east side, between Scott-street and the Railway gates.

SCHEDULE F.

Rates and fares to be paid for any carriage (not an omnibus) within the limits of this By-law in the City :—

For a cab for any time not exceeding one quarter of an hour, to carry two passengers if required by hirer 1 0
For every subsequent quarter of an hour, or part thereof 1 0
But if engaged for more than one hour then to be paid at the rate of nine-pence for every additional quarter of an hour or part thereof.
For a hackney carriage for any time not exceeding one half-hour, to carry five persons if required by hirer 2 6
For every subsequent quarter of an hour or part thereof 1 3
But if engaged for more than one hour then to be paid at the rate of one shilling and three half-pence for every additional quarter of an hour or part thereof.

If the vehicle is discharged at any place that is beyond the following boundaries, viz.: a straight line drawn from the undermentioned places to each succeeding one in the order in which they are placed, viz.:—

Charlton-street, at the western extremity of the Municipality, Macquarie Road, at the intersection of Melville-street, and the driver thereof shall be entitled to his ordinary fare by time back to the boundary, unless a special arrangement as to fare has been made at the time of hiring.

Vehicles to travel at a speed of not less than six miles an hour, except when otherwise ordered by the hirer.

Tolls to be paid by hirer.

Half-fare in addition to the ordinary fare after 10 p.m. and before 5 a.m.

SCHEDULE G.

From the stand or any place along the line of road between Newcastle and Junction, or Western Boundary of the Municipality, or returning from the same place 0 6
Newcastle to St. John's 0 3
" to Wickham 0 3
" to Western Boundary Municipality 0 6

Colour of Lamps of Omnibuses and Omnibus-cars.

Junction to St. John's White.
Wickham Yellow.
Hamilton, Lambton, Waratah, Wallsend, Plattsburg Blue.
Tighe's Hill..... Red.

SCHEDULE H.

Carriage and Cab Stands.

On the north side of Scott-street, between Bolton to New-comen Streets.

SCHEDULE I.

Omnibus and Omnibus Car Stands.

On the north side of Scott-street, between Watt and Zara Streets.

On the south side of Kenrich-street, between Corlette and Melville Streets.

SCHEDULE J.

Showing the lines of Road to and from the same.

From Scott-street, by Watt-street, Hunter, Bland, and Darby Streets, to the stand in Kenrich-street.

From Scott-street, by Watt-street, Hunter, Bland, Charlton, to Wickham.

From Scott-street, by Watt-street, Hunter, Bland, and Charlton Streets, to the western boundary of the Municipality.

SCHEDULE K.

Destination.	Newcastle.	Wickham Junction.	Wickham.	Hamilton.	Tighe's Hill.	Waratah.	Lambton.	Wallsend.	Plattsburg.
Plattsburg	8:30	8:45	.....	.....	9: 2	9:16	9:31	9:56	10: 6
Wickham	8:55	.....	9:15	.....	.....	.....	9:53	10:18	10:28
"	9: 0	9:15	.....	9:28	.....	.....	.....	.....	.....
Tighe's Hill	9: 5	9:20	.....	.....	9:37	.....	.....	.....	.....
Hamilton	9:10	9:25	.....	9:38	.....	.....	.....	.....	.....
Wickham	9:15	9:30	9:35	.....	.....	.....	.....	.....	.....
Plattsburg	9:20	9:35	.....	.....	9:52	10: 6	10:21	10:46	10:56
Hamilton	9:25	9:40	.....	9:53	.....	.....	.....	.....	.....
Wickham	9:30	9:45	9:50	.....	.....	.....	.....	.....	.....
Hamilton	9:35	9:50	.....	10: 3	.....	.....	.....	.....	.....
Plattsburg	9:40	9:55	.....	10: 8	.....	.....	10:33	10:58	11: 8
Tighe's Hill	9:45	10: 0	.....	.....	10:17	.....	.....	.....	.....
Wickham	9:50	10: 5	10:10	.....	.....	.....	.....	.....	.....
Hamilton	9:55	10:10	.....	10:23	.....	.....	.....	.....	.....
Plattsburg	10: 0	10:15	.....	.....	10:32	10:46	11: 1	11:26	11:36
Wickham	10: 5	10:20	10:20	.....	.....	.....	.....	.....	.....
Hamilton	10:10	10:25	.....	10:38	.....	.....	.....	.....	.....
Wickham	10:15	10:30	10:35	.....	.....	.....	.....	.....	.....
Plattsburg	10:20	10:35	.....	10:48	.....	.....	11:13	11:38	11:48
Tighe's Hill	10:25	10:40	.....	.....	10:57	.....	.....	.....	.....
Hamilton	10:30	10:45	.....	10:58	.....	.....	.....	.....	.....
Wickham	10:35	10:50	10:55	.....	.....	.....	.....	.....	.....
Plattsburg	10:40	10:55	.....	.....	11:12	11:26	11:41	12: 6	12:16
Hamilton	10:45	11: 0	.....	11:13	.....	.....	.....	.....	.....
Wickham	10:50	11: 5	11:10	.....	.....	.....	.....	.....	.....
Hamilton	10:55	11:10	.....	11:23	.....	.....	.....	.....	.....
Plattsburg	11: 0	11:15	.....	11:28	.....	.....	11:53	12:18	12:28
Tighe's Hill	11: 5	11:20	.....	.....	11:37	.....	.....	.....	.....
Wickham	11:10	11:25	11:30	.....	.....	.....	.....	.....	.....
Hamilton	11:15	11:30	.....	11:43	.....	.....	.....	.....	.....
Plattsburg	11:20	11:35	.....	.....	11:52	12: 6	12:21	12:46	12:56
Wickham	11:25	11:40	11:45	.....	.....	.....	.....	.....	.....
Hamilton	11:30	11:45	.....	11:58	.....	.....	.....	.....	.....
Wickham	11:35	11:50	11:55	.....	.....	.....	.....	.....	.....
Plattsburg	11:40	11:55	.....	12: 8	.....	.....	12:33	12:58	1: 8
Tighe's Hill	11:45	12 noon.	.....	.....	12:17	.....	.....	.....	.....
		P.M.							
Hamilton	11:50	12: 5	.....	12:18	.....	.....	.....	.....	.....
Wickham	11:55	12:10	12:15	.....	.....	.....	.....	.....	.....
Plattsburg	12 noon.	12:15	.....	.....	12:32	12:46	1: 1	1:26	1:36
		P.M.							
Hamilton	12: 5	12:20	.....	12:33	.....	.....	.....	.....	.....
Wickham	12:10	12:25	12:30	.....	.....	.....	.....	.....	.....
Hamilton	12:15	12:30	.....	12:43	.....	.....	.....	.....	.....
Plattsburg	12:20	12:35	.....	12:48	.....	.....	1:13	1:38	1:48
Tighe's Hill	12:25	12:40	.....	.....	12:57	.....	.....	.....	.....
Wickham	12:30	12:45	12:50	.....	.....	.....	.....	.....	.....
Hamilton	12:35	12:50	.....	1: 3	.....	.....	.....	.....	.....
Plattsburg	12:40	12:55	.....	.....	1:12	1:26	1:41	2: 6	2:16
Wickham	12:45	1: 0	1: 5	.....	.....	.....	.....	.....	.....
Hamilton	12:50	1: 5	.....	1:18	.....	.....	.....	.....	.....
Wickham	12:53	1: 8	1:18	.....	.....	.....	.....	.....	.....
Hamilton	12:56	1:11	.....	1:24	.....	.....	.....	.....	.....
Plattsburg	1: 0	1:15	.....	1:28	.....	.....	1:53	2:18	2:28
Tighe's Hill	1: 3	1:18	.....	.....	1:35	.....	.....	.....	.....
Wickham	1: 6	1:21	1:26	.....	.....	.....	.....	.....	.....
Hamilton	1: 9	1:24	.....	1:37	.....	.....	.....	.....	.....
Wickham	1:15	1:30	1:35	.....	.....	.....	.....	.....	.....
Hamilton	1:22	1:37	.....	1:50	.....	.....	.....	.....	.....
Plattsburg	1:30	1:45	.....	.....	2: 2	2:16	2:31	2:56	3: 6
Wickham	1:37	1:52	1:57	.....	.....	.....	.....	.....	.....
Hamilton	1:44	1:59	.....	2:12	.....	.....	.....	.....	.....
Wickham	1:52	2: 7	2:12	.....	.....	.....	.....	.....	.....
Plattsburg	2: 0	2:15	.....	2:28	.....	.....	2:53	3:18	3:28
Tighe's Hill	2: 5	2:20	.....	.....	2:37	.....	.....	.....	.....
Hamilton	2:10	2:25	.....	2:38	.....	.....	.....	.....	.....
Wickham	2:15	2:30	2:35	.....	.....	.....	.....	.....	.....
Plattsburg	2:20	2:35	.....	.....	2:52	3: 6	3:21	3:46	3:56
Hamilton	2:25	2:40	.....	2:53	.....	.....	.....	.....	.....
Wickham	2:30	2:45	2:50	.....	.....	.....	.....	.....	.....
Hamilton	2:35	2:50	.....	3: 3	.....	.....	.....	.....	.....
Plattsburg	2:40	2:55	.....	3: 8	.....	.....	3:33	3:58	4: 8
Tighe's Hill	2:45	3: 0	.....	.....	3:17	.....	.....	.....	.....
Wickham	2:50	3: 5	3:10	.....	.....	.....	.....	.....	.....
Hamilton	2:55	3:10	.....	3:23	.....	.....	.....	.....	.....
Plattsburg	3: 0	3:15	.....	.....	3:32	3:46	4: 1	4:26	4:36
Wickham	3: 5	3:20	3:25	.....	.....	.....	.....	.....	.....
Hamilton	3:10	3:25	.....	3:38	.....	.....	.....	.....	.....
Wickham	3:15	3:30	3:35	.....	.....	.....	.....	.....	.....
Plattsburg	3:20	3:35	.....	3:48	.....	.....	4:13	4:38	4:48
Tighe's Hill	3:25	3:40	.....	.....	3:57	.....	.....	.....	.....
Hamilton	3:30	3:45	.....	3:58	.....	.....	.....	.....	.....
Wickham	3:35	3:50	3:55	.....	.....	.....	.....	.....	.....
Plattsburg	3:40	3:55	.....	.....	4:12	4:26	4:41	5: 6	5:16
Hamilton	3:45	4: 0	.....	4:17	.....	.....	.....	.....	.....
Wickham	3:50	4: 5	4:10	.....	.....	.....	.....	.....	.....

SCHEDULE K—continued.

Destination.	Leave Newcastle.	Wickham Junction.	Wickham.	Hamilton.	Tighe's Hill.	Waratab.	Lambton.	Wallsend.	Plattsburg
Hamilton.....	3 55	4 10	.....	4 23	.....	.....	.....	.....	.....
Plattsburg.....	4 0	4 15	.....	4 28	.....	.....	4 53	5 18	6 28
Tighe's Hill.....	4 5	4 20	.....	.....	4 37	.....	.....	.....	.....
Wickham.....	4 10	4 25	4 30	.....	.....	.....	.....	.....	.....
Hamilton.....	4 15	4 30	.....	4 43	.....	.....	.....	.....	.....
Plattsburg.....	4 20	4 35	.....	.....	4 52	5 6	5 21	5 46	5 56
Wickham.....	4 25	4 40	4 45	.....	.....	.....	.....	.....	.....
Hamilton.....	4 30	4 45	.....	4 58	.....	.....	.....	.....	.....
Wickham.....	4 35	4 50	4 55	.....	.....	.....	.....	.....	.....
Plattsburg.....	4 40	4 55	.....	5 8	.....	.....	5 33	5 58	6 8
Tighe's Hill.....	4 45	5 0	.....	.....	5 17	.....	.....	.....	.....
Hamilton.....	4 50	5 5	.....	5 13	.....	.....	.....	.....	.....
Wickham.....	4 55	5 10	5 15	.....	.....	.....	.....	.....	.....
Plattsburg.....	5 0	5 15	.....	.....	5 32	5 46	6 1	6 26	6 36
Hamilton.....	5 5	5 20	.....	5 33	.....	.....	.....	.....	.....
Wickham.....	5 10	5 25	5 30	.....	.....	.....	.....	.....	.....
Hamilton.....	5 15	5 30	.....	5 43	.....	.....	.....	.....	.....
Plattsburg.....	5 20	5 35	.....	5 48	.....	.....	6 13	6 38	6 48
Tighe's Hill.....	5 25	5 40	.....	.....	5 57	.....	.....	.....	.....
Wickham.....	5 30	5 45	5 50	.....	.....	.....	.....	.....	.....
Hamilton.....	5 35	5 50	.....	6 3	.....	.....	.....	.....	.....
Plattsburg.....	5 40	5 55	.....	.....	6 12	6 26	6 41	7 6	7 16
Wickham.....	5 45	6 0	6 5	.....	.....	.....	.....	.....	.....
Hamilton.....	5 50	6 5	.....	6 18	.....	.....	.....	.....	.....
Wickham.....	5 55	6 10	6 15	.....	.....	.....	.....	.....	.....
Plattsburg.....	6 0	6 15	.....	6 28	.....	.....	6 53	7 18	7 28
Tighe's Hill.....	6 5	6 20	.....	.....	6 37	.....	.....	.....	.....
Hamilton.....	6 10	6 25	.....	6 38	.....	.....	.....	.....	.....
Wickham.....	6 15	6 30	6 35	.....	.....	.....	.....	.....	.....
Plattsburg.....	6 20	6 35	.....	.....	6 52	7 6	7 21	7 46	7 56
Hamilton.....	6 25	6 40	.....	6 53	.....	.....	.....	.....	.....
Wickham.....	6 30	6 45	6 50	.....	.....	.....	.....	.....	.....
Hamilton.....	6 35	6 50	.....	7 3	.....	.....	.....	.....	.....
Plattsburg.....	6 40	6 55	.....	7 8	.....	.....	7 33	7 58	8 8
Tighe's Hill.....	6 45	7 0	.....	.....	7 17	.....	.....	.....	.....
Wickham.....	6 50	7 5	7 10	.....	.....	.....	.....	.....	.....
Hamilton.....	6 55	7 10	.....	7 23	.....	.....	.....	.....	.....
Plattsburg.....	7 0	7 15	.....	.....	7 32	7 46	8 1	8 26	8 36
Wickham.....	7 6	7 21	7 26	.....	.....	.....	.....	.....	.....
Hamilton.....	7 12	7 27	.....	7 40	.....	.....	.....	.....	.....
Wickham.....	7 18	7 33	7 38	.....	.....	.....	.....	.....	.....
Hamilton.....	7 24	7 39	.....	7 52	.....	.....	.....	.....	.....
Plattsburg.....	7 30	7 45	.....	7 58	.....	.....	8 23	8 48	8 58
Tighe's Hill.....	7 36	7 51	.....	.....	8 8	.....	.....	.....	.....
Wickham.....	7 42	7 57	8 2	.....	.....	.....	.....	.....	.....
Hamilton.....	7 48	8 3	.....	8 16	.....	.....	.....	.....	.....
Wickham.....	7 54	8 9	8 14	.....	.....	.....	.....	.....	.....
Plattsburg.....	8 0	8 15	.....	.....	8 32	8 46	9 1	9 26	9 36
Hamilton.....	8 6	8 21	.....	8 34	.....	.....	.....	.....	.....
Wickham.....	8 12	8 27	8 32	.....	.....	.....	.....	.....	.....
Hamilton.....	8 18	8 33	.....	8 46	.....	.....	.....	.....	.....
Wickham.....	8 24	8 39	8 44	.....	.....	.....	.....	.....	.....
Plattsburg.....	8 30	8 45	.....	8 58	.....	.....	9 23	9 48	9 58
Tighe's Hill.....	8 36	8 51	.....	.....	9 8	.....	.....	.....	.....
Hamilton.....	8 42	8 57	.....	9 10	.....	.....	.....	.....	.....
Wickham.....	8 48	9 3	9 8	.....	.....	.....	.....	.....	.....
Hamilton.....	8 54	9 9	.....	9 22	.....	.....	.....	.....	.....
Plattsburg.....	9 0	9 15	.....	.....	9 32	9 46	10 1	10 26	10 36
Wickham.....	9 8	9 23	9 28	.....	.....	.....	.....	.....	.....
Hamilton.....	9 15	9 30	.....	9 43	.....	.....	.....	.....	.....
Wickham.....	9 22	9 37	9 42	.....	.....	.....	.....	.....	.....
Plattsburg.....	9 30	9 45	.....	9 58	.....	.....	10 23	10 48	10 58
Tighe's Hill.....	9 38	9 53	.....	.....	10 10	.....	.....	.....	.....
Hamilton.....	9 45	10 0	.....	10 13	.....	.....	.....	.....	.....
Wickham.....	9 52	10 7	10 12	.....	.....	.....	.....	.....	.....
Plattsburg.....	10 0	10 15	.....	.....	10 32	10 46	11 1	11 26	11 36
Hamilton.....	10 10	10 25	.....	10 38	.....	.....	.....	.....	.....
Wickham.....	10 20	10 35	10 40	.....	.....	.....	.....	.....	.....
Hamilton.....	10 30	10 45	.....	10 58	.....	.....	.....	.....	.....
Wickham.....	10 40	10 55	11 0	.....	.....	.....	.....	.....	.....
Hamilton.....	10 50	11 5	.....	11 18	.....	.....	.....	.....	.....
Wickham.....	11 0	11 15	11 20	.....	.....	.....	.....	.....	.....

Leave Plattsburg.	Wallsend.	Lambton.	Waratah.	Tighe's Hill.	Hamilton.	Wickham Junction.	Newcastle.
8 0	8:10	8:35	...	...	9 0	9:13	9:28
...	...	...	...	9 0	...	9:17	...
...	...	...	...	Wickham	...	9:23	...
...	...	...	...	...	...	9:28	...
8:20	8:30	8:55	9:10	9:24	...	9:41	9:56
...	...	...	...	...	...	9:46	...
...	...	...	...	...	...	9:51	...
8:40	8:50	9:15	...	...	9:40	9:53	10 8
...	...	...	...	9:40	...	9:57	...
...	...	...	...	...	...	10 3	...
...	...	...	...	...	...	10 8	...
9 0	9:10	9:35	9:50	10 4	...	10:21	10:36
...	...	...	...	...	...	10:13	...
...	...	...	...	...	...	10:18	...
...	...	...	...	...	...	10:26	...
9:20	9:30	9:55	...	...	10:20	10:33	10:48
...	...	...	...	10:20	...	10:37	...
...	...	...	...	...	...	10:42	...
...	...	...	...	...	...	10:47	...
9:40	9:50	10:15	10:30	10:44	...	11 1	11:16
...	...	...	...	...	...	10:52	...
...	...	...	...	...	...	10:57	...
...	...	...	...	...	...	11 7	...
10 0	10:10	10:35	...	...	11 0	11:13	11:28
...	...	...	...	11 0	...	11:17	...
...	...	...	...	...	...	11:22	...
...	...	...	...	...	...	11:27	...
10:20	10:30	10:55	11:10	11:24	...	11:41	11:56
...	...	...	...	...	...	11:32	...
...	...	...	...	...	...	11:37	...
...	...	...	...	...	...	11:47	...
10:40	10:50	11:15	...	...	11:40	11:53	12 8
...	...	...	...	11:40	...	11:57	...
11 0	11:10	11:35	11:50	12 4	...	12:21	12:36
11:20	11:30	11:55	...	...	12:20	12:33	12:48
...	...	...	...	12:20	...	12:37	...
11:40	11:50	12:15	12:30	12:44	...	1 1	1:16
12 0	12:10	12:35	...	...	1 0	1:13	1:28
...	...	...	...	1 0	...	1:17	...
12:20	12:30	12:55	1:10	1:24	...	1:41	1:56
12:40	12:50	1:15	...	...	1:40	1:53	2 8
...	...	...	...	1:40	...	1:57	...
1 0	1:10	1:35	1:50	2 4	...	2:21	2:36
1:30	1:40	2 5	...	...	2:30	2:43	2:58
...	...	...	...	...	...	2:47	...
2 0	2:10	2:35	2:50	3 4	...	3:21	3:36
2:20	2:30	2:55	...	...	3:20	3:33	3:48
...	...	...	...	...	...	3:37	...
2:40	2:50	3:15	3:30	3:44	...	4 1	4:16
3 0	3:10	3:35	...	...	4 0	4:13	4:28
...	...	...	...	...	...	4:17	...
3:20	3:30	3:55	4:10	4:24	...	4:41	4:50
3:40	3:50	4:15	...	...	4:40	4:53	5 8
...	...	...	...	...	...	4:57	...
4 0	4:10	4:35	4:50	5 4	...	5:21	5:36
4:20	4:30	4:55	...	...	5:20	5:33	5:48
...	...	...	...	...	...	5:37	...
4:40	4:50	5:15	5:30	5:44	...	6 1	6:16
5 0	5:10	5:35	...	...	6 0	6:13	6:28
...	...	...	...	...	...	6:17	...
5:20	5:30	5:55	6:10	6:24	...	6:41	6:56
5:40	5:50	6:15	...	...	6:40	6:53	7 8
...	...	...	...	...	...	6:57	...
6 0	6:10	6:35	6:50	7 4	...	7:21	7:36
6:30	6:40	7 5	...	...	7:30	7:43	7:58
...	...	...	...	...	...	7:47	...
7 0	7:10	7:35	7:50	8 4	...	8:21	8:36
7:30	7:40	8 5	...	...	8:30	8:43	8:58
...	...	...	...	...	...	8:47	...
8 0	8:10	8:35	8:50	9 4	...	9:21	9:36
8:30	8:40	9 5	...	...	9:30	9:43	9:58
...	...	...	...	...	...	9:47	...
9 0	9:10	9:35	9:50	10 4	...	10:21	10:36

TIME TABLE from Newcastle to Wickham.

Leave Newcastle.	Arrive Wickham.	Leave Newcastle.	Arrive Wickham.	Leave Newcastle.	Arrive Wickham.
8:55	9:15	1:15	1:35	5:55	6:15
9:15	9:35	1:37	1:57	6:15	6:35
9:30	9:50	1:52	2:12	6:30	6:50
9:50	10:10	2:15	2:35	6:50	7:10
10 5	10:25	2:30	2:50	7 6	7:26
10:15	10:35	2:50	3:10	7:18	7:38
10:35	10:55	3 5	3:25	7:42	8 2
10:50	11:10	3:15	3:35	7:54	8:14
11:10	11:30	3:35	3:55	8:12	8:32
11:25	11:45	3:50	4:10	8:24	8:44
11:35	11:55	4:10	4:30	8:48	9 8
11:55	12:15	4:25	4:45	9 8	9:28
12:10	12:30	4:35	4:55	9:22	9:42
12:30	12:50	4:55	5:15	9:52	10:12
12:45	1 5	5:10	5:30	10:20	10:40
12:53	1:13	5:30	5:50	10:40	11 0
1 6	1:26	5:45	6 5	11 0	11:20

TIME TABLE from Wickham to Newcastle.

Leave Wickham.	Arrive Newcastle.	Leave Wickham.	Arrive Newcastle.	Leave Wickham.	Arrive Newcastle.
8:30	8:50	12:45	1 5	5:15	5:35
8:45	9 5	1 0	1:20	5:30	5:50
9 0	9:20	1:20	1:40	5:45	6 5
9:15	9:35	1:40	2 0	6 0	6:20
9:30	9:50	2 0	2:20	6:20	6:40
9:45	10 5	2:15	2:35	6:40	7 0
10 0	10:20	2:30	2:50	7 0	7:20
10:15	10:35	2:45	3 5	7:20	7:40
10:30	10:50	3 0	3:20	7:40	8 0
10:45	11 5	3:15	3:35	8 0	8:20
11 0	11:20	3:30	3:50	8:20	8:40
11:15	11:35	3:45	4 5	8:40	9 0
11:30	11:50	4 0	4:20	9 0	9:20
11:45	12 5	4:15	4:35	9:20	9:40
12 0	12:20	4:30	4:50	9:40	10 0
12:15	12:35	4:45	5 5	10 0	10:20
12:30	12:50	5 0	5:20	10:30	10:50

TIME TABLE from Newcastle to Tighe's Hill, showing intermediate point of arrival and departure.

Those marked P are through vehicles to Plattsburg.

Leave Newcastle.	Wickham Junction.	Arrive Tighe's Hill Railway Crossing.	Leave Newcastle.	Wickham Junction.	Arrive Tighe's Hill Railway Crossing.
A.M.					
8:30P	8:45	9 2	3 0P	3:15	3:32
9 5	9:20	9:37	3:25	3:40	3:57
9:20P	9:35	9:52	3:40P	3:55	4:12
9:45	10 0	10:17	4 5	4:20	4:37
10 0P	10:15	10:32	4:20P	4:35	4:52
10:25	10:40	10:57	4:45	5 0	5:17
10:40P	10:55	11:12	5 0P	5:15	5:32
11 5	11:20	11:37	5:25	5:40	5:57
11:20P	11:35	11:52	5:40P	5:55	6:12
11:45	12 0	12:17	6 5	6:20	6:37
12 0P	12:15	12:32	6:20P	6:35	6:52
			6:45	7 0	7:17
P.M.					
12:25	12:40	12:57	7 0P	7:15	7:32
12:40P	12:55	1:12	7:36	7:51	8 8
1 3	1:18	1:35	8 0P	8:15	8:32
1:30P	1:45	2 2	8:36	8:51	9 8
2 5	2:20	2:37	9 0P	9:15	9:32
2:20P	2:35	2:52	9:38	9:53	10:10
2:45	3 0	3:17	10 0P	10:15	10:32

TIME TABLE from Tighe's Hill (Railway Crossing) to Newcastle, showing time of arrival and departure at the intermediate point.

Those marked r are through from Plattsburg.

Leave Tighe's Hill.	Wickham Junction.	Arrive Newcastle Stand.	Leave Tighe's Hill.	Wickham Junction.	Arrive Newcastle Stand.
A.M.					
8:30	8:47	9:2	3:24	3:41	3:56
9:0	9:17	9:32	3:44P	4:1	4:16
9:24P	9:41	9:56	4:4	4:21	4:36
9:44	10:1	10:16	4:24P	4:41	4:56
10:4P	10:21	10:36	4:44	5:1	5:16
10:24	10:41	10:56	5:4P	5:21	5:36
10:44P	11:1	11:16	5:24	5:41	5:56
11:4	11:21	11:36	5:44P	6:1	6:16
11:24P	11:41	11:56	6:4	6:21	6:36
11:44	12:1	12:16	6:24P	6:41	6:56
12:4P	12:21	12:36	6:44	7:1	7:16
12:24	12:41	12:56	7:4P	7:21	7:36
12:44P	1:1	1:16	7:34	7:51	8:6
1:4	1:21	1:36	8:4P	8:21	8:36
1:24	1:41	1:56	8:34	8:51	9:6
1:44	2:1	2:16	9:4P	9:21	9:36
2:4P	2:21	2:36	9:34	9:51	10:6
2:34	2:51	3:6	10:4	10:21	10:36
3:4P	3:21	3:36	.....	.....	.....

TIME TABLE from Newcastle to Burwood Junction (The Glebe).

Leave Newcastle.	Arrive Burwood Junction.	Leave Newcastle.	Arrive Burwood Junction.
9:5	9:25	3:30	3:50
9:15	9:35	3:45	4:5
9:30	9:50	4:0	4:20
9:45	10:5	4:15	4:35
10:0	10:20	4:30	4:50
10:15	10:35	4:45	5:5
10:30	10:50	5:0	5:20
10:45	11:5	5:15	5:35
11:0	11:20	5:30	5:50
11:15	11:35	5:45	6:5
11:30	11:50	6:0	6:20
11:45	12:5	6:15	6:35
12:0	12:20	6:30	6:50
12:15	12:35	6:45	7:5
12:30	12:50	7:0	7:20
12:45	1:5	7:20	7:40
1:0	1:20	7:40	8:0
1:20	1:40	8:0	8:20
1:40	2:0	8:20	8:40
2:0	2:20	8:40	9:0
2:15	2:35	9:0	9:20
2:30	2:50	9:20	9:40
2:45	3:5	9:40	10:0
3:0	3:20	10:0	10:20
3:15	3:35	10:30	10:50

TIME TABLE from Burwood Junction—The Glebe to Newcastle.

Leave Burwood Junction.	Arrive Newcastle.	Leave Burwood Junction.	Arrive Newcastle.
8:40	9:0	3:0	3:20
8:50	9:10	3:15	3:35
9:0	9:20	3:30	3:50
9:15	9:35	3:45	4:5
9:30	9:50	4:0	4:20
9:45	10:5	4:15	4:35
10:0	10:20	4:30	4:50
10:15	10:35	4:45	5:5
10:30	10:50	5:0	5:20
10:45	11:5	5:15	5:35
11:0	11:20	5:30	5:50
11:15	11:35	5:45	6:5
11:30	11:50	6:0	6:20
	P.M.	6:15	6:35
11:45	12:5	6:30	6:50
12:0	12:20	6:45	7:5
12:15	12:35	7:0	7:20
12:30	12:50	7:20	7:40
12:45	1:5	7:40	8:0
1:0	1:20	8:0	8:20
1:20	1:40	8:20	8:40
1:40	2:0	8:40	9:0
2:0	2:20	9:0	9:20
2:15	2:35	9:20	9:40
2:30	2:50	9:40	10:0
2:45	3:5	10:0	10:20

TIME TABLE from Newcastle to Hamilton showing time of arrival and departure at the intermediate point.

Those marked r are through to Plattsburg.

Leave Newcastle.	Wickham Junction.	Arrive Hamilton.	Leave Newcastle.	Wickham Junction.	Arrive Hamilton.
A.M.					
9:0P	9:15	9:28	3:30	3:45	3:58
9:10	9:25	9:38	3:45	4:0	4:13
9:25	9:40	9:53	3:55	4:10	4:23
9:35	9:50	10:3	4:0P	4:15	4:28
9:40P	9:55	10:8	4:15	4:30	4:43
9:55	10:10	10:23	4:30	4:45	4:58
10:10	10:25	10:38	4:40P	4:55	5:8
10:20P	10:35	10:48	4:50	5:5	5:18
10:30P	10:45	10:58	5:5	5:20	5:33
10:45	11:0	11:13	5:15	5:30	5:43
10:55	11:10	11:23	5:20P	5:35	5:48
11:0P	11:15	11:28	5:35	5:50	6:3
11:15	11:30	11:43	5:50	6:5	6:18
11:30	11:45	11:58	6:0P	6:15	6:28
11:40P	11:55	12:8	6:10	6:25	6:38
11:50	12:5	12:18	6:25	6:40	6:53
12:5	12:20	12:33	6:35	6:50	7:3
12:15	12:30	12:43	6:40	6:55	7:8
12:20P	12:35	12:48	6:55	7:10	7:23
12:35	12:50	1:3	7:12	7:27	7:40
12:50	1:5	1:18	7:24	7:39	7:52
12:55	1:11	1:24	7:30P	7:45	7:58
1:0P	1:15	1:28	7:48	8:3	8:16
1:9	1:24	1:37	8:6	8:21	8:34
1:22	1:37	1:50	8:18	8:33	8:46
1:44	1:59	2:12	8:30P	8:45	8:58
2:0P	2:15	2:28	8:42	8:57	9:10
2:10	2:25	2:38	8:54	9:9	9:22
2:25	2:40	2:53	9:15	9:30	9:43
2:35	2:50	3:3	9:30P	9:45	9:58
2:40P	2:55	3:8	9:45	10:0	10:13
2:55	3:10	3:23	10:10	10:25	10:38
3:10	3:25	3:38	10:30	10:45	10:58
3:20P	3:35	3:48	10:50	11:5	11:18

TIME TABLE from Hamilton to Newcastle, showing time of arrival and departure at intermediate points.

Those marked r are through from Plattsburg.

Leave Hamilton.	Wickham Junction.	Arrive Newcastle.	Leave Hamilton.	Wickham Junction.	Arrive Newcastle.
A.M.					
8:30	8:43	8:58	2:55	3:8	3:23
8:45	8:58	9:13	3:10	3:23	3:38
9:0P	9:13	9:28	3:20P	3:33	3:48
9:10	9:23	9:38	3:30	3:43	3:58
9:20	9:33	9:48	3:45	3:58	4:13
9:30	9:43	9:58	4:0P	4:13	4:28
9:40P	9:53	10:8	4:10	4:23	4:38
9:50	10:3	10:18	4:20	4:33	4:48
10:0	10:13	10:28	4:30	4:43	4:58
10:10	10:23	10:38	4:40P	4:53	5:8
10:20	10:33	10:48	4:55	5:8	5:23
10:30	10:43	10:58	5:10	5:23	5:38
10:45	10:58	11:13	5:20P	5:33	5:48
11:0P	11:13	11:28	5:30	5:43	5:58
11:10	11:23	11:38	5:40	5:53	6:8
11:20	11:33	11:48	5:50	6:3	6:18
11:30	11:43	11:58	6:0P	6:13	6:28
11:40P	11:53	12:8	6:10	6:23	6:38
11:50	12:3	12:18	6:20	6:33	6:48
12:0	12:13	12:28	6:30	6:43	6:58
12:10	12:23	12:38	6:40P	6:53	7:8
12:20P	12:33	12:48	6:50	7:3	7:18
12:30	12:43	12:58	7:0	7:13	7:28
12:40	12:53	1:8	7:15	7:28	7:43
12:50	1:3	1:18	7:30P	7:43	7:58
1:0P	1:13	1:28	7:45	7:58	8:13
1:15	1:28	1:43	8:0	8:13	8:28
1:30	1:43	1:58	8:15	8:28	8:43
1:40P	1:53	2:8	8:30P	8:43	8:58
1:55	2:8	2:23	8:45	8:58	9:13
2:10	2:23	2:38	9:0	9:13	9:28
2:20	2:33	2:48	9:15	9:28	9:43
2:30P	2:43	2:58	9:30P	9:43	9:58
2:40	2:53	3:8	10:0	10:13	10:28

TIME-TABLE from Newcastle to Plattsburg, showing time of arrival and departure at the intermediate points named.

Newcastle.	Hamilton.	Tighe's Hill.	Waratah.	Lambton.	Wallsend.	Plattsburg.
A.M.						
8:30	.....	9 2	9:16	9:31	9:56	10 6
9 0	9:28	.....	.....	9:53	10:18	10:28
9:20	.....	9:52	10 6	10:21	10:46	10:56
9:40	10 8	.....	.....	10:33	10:58	11 8
10 0	.....	10:32	10:46	11 1	11:26	11:36
10:20	10:48	.....	.....	11:13	11:38	11:48
10:40	.....	11:12	11:26	11:41	12 6	12:16
11 0	11:28	.....	.....	11:53	12:18	12:28
11:20	.....	11:52	12 6	12:21	12:46	12:56
11:40	12 8	.....	.....	12:33	12:58	1 8
NOON.						
12 0	.....	12:32	12:46	1 1	1:26	1:36
P.M.						
12:20	12:48	.....	.....	1:13	1:38	1:48
12:40	.....	1:12	1:26	1:41	2 6	2:16
1 0	1:28	.....	.....	1:53	2:18	2:28
1:30	.....	2 2	2:16	2:31	2:56	3 6
2 0	2:28	.....	.....	2:53	3 18	3:28
2:20	.....	2:52	3 6	3:21	3:46	3:56
2:40	3 8	.....	.....	3:33	3:58	4 8
3 0	.....	3:32	3:46	4 1	4:26	4:36
3:20	3:48	.....	.....	4:13	4:38	4:48
3:40	.....	4:12	4:26	4:41	5 6	5:16
4 0	4:28	.....	.....	4:53	5:18	5:28
4:20	.....	4:52	5 6	5:21	5:46	5:56
4:40	5 8	.....	.....	5:33	5:58	6 8
5 0	.....	5:32	5:46	6 1	6:26	6:36
5:20	5:48	.....	.....	6:13	6:38	6:48
5:40	.....	6:12	6:26	6:41	7 6	7:16
6 0	6:28	.....	.....	6:53	7:18	7:28
6:20	.....	6:52	7 6	7:21	7:46	7:56
6:40	7 8	.....	.....	7:33	7:58	8 8
7 0	.....	7:32	7:46	8 1	8:26	8:36
7:30	7:58	.....	.....	8:23	8:48	8:58
8 0	.....	8:32	8:46	9 1	9:26	9:36
8:30	8:58	.....	.....	9:23	9:48	9:58
9 0	.....	9:32	9:46	10 1	10:26	10:36
9:30	9:58	.....	.....	10:23	10:48	10:58
10 0	.....	10:32	10:46	11 1	11:26	11:36

TIME-TABLE from Plattsburg to Newcastle showing time of arrival and departure at the intermediate points named.

Plattsburg.	Wallsend.	Lambton.	Waratah.	Tighe's Hill.	Hamilton.	Newcastle Stand.
A.M.						
8 0	8:10	8:35	.....	.....	9 0	9:28
8:20	8:30	8:55	9:10	9:24	.....	9:56
8:40	8:50	9:15	.....	.....	9:40	10 8
9 0	9:10	9:35	9:50	10 4	.....	10:36
9:20	9:30	9:55	.....	.....	10:20	10:48
9:40	9:50	10:15	10:30	10:44	.....	11:16
10 0	10:10	10:35	.....	.....	11 0	11:28
10:20	10:30	10:55	11:10	11:24	.....	11:56
10:40	10:50	11:15	.....	.....	11:40	12 8
11 0	11:10	11:35	11:50	12 4	.....	12:36
11:20	11:30	11:55	.....	.....	12:20	12:48
11:40	11:50	12:15	12:30	12:44	.....	1:16
NOON.						
12 0	12:10	12:35	.....	.....	1 0	1:28
P.M.						
12:20	12:30	12:55	1:10	1:24	.....	1:56
12:40	12:50	1:15	.....	.....	1:40	2 8
1 0	1:10	1:35	1:50	2 4	.....	2:36
1:30	1:40	2 5	.....	.....	2:30	2:58
2 0	2:10	2:35	2:50	3 4	.....	3:36
2:20	2:30	2:55	.....	.....	3:20	3:48
2:40	2:50	3:15	3:30	3:44	.....	4:16
3 0	3:10	3:35	.....	.....	4 0	4:28
3:20	3:30	3:55	4:10	4:24	.....	4:56
3:40	3:50	4:15	.....	.....	4:40	5 8
4 0	4:10	4:35	4:50	5 4	.....	5:36
4:20	4:30	4:55	.....	.....	5:20	5:48
4:40	4:50	5:15	5:30	5:44	.....	6:16
5 0	5:10	5:35	.....	.....	6 0	6:28
5:20	5:30	5:55	6:10	6:24	.....	6:56
5:40	5:50	6:15	.....	.....	6:40	7 8
6 0	6:10	6:35	6:50	7 4	.....	7:36
6:30	6:40	7 5	.....	.....	7:30	7:58
7 0	7:10	7:35	7:50	8 4	.....	8:36
7:30	7:40	8 5	.....	.....	8:30	8:58
8 0	8:10	8:35	8:50	9 4	.....	9:36
8:30	8:40	9 5	.....	.....	9:30	9:58
9 0	9:10	9:35	9:50	10 4	.....	10:36

The following are the points named in each Municipality from which the distance on each place has been taken :-

Plattsburg	Cowell's Hotel.
Wallsend	School of Arts.
Lambton	Stoker's Miners' Home Hotel
Waratah.....	The New Post Office.
Tighe's Hill	The Railway Crossing.
Hamilton	Tudor's Hotel.
Newcastle	The Omnibus Stand.

SCHEDULE K.

But it shall be within the power of the Inspector to grant unto the owner of any vehicle permission to run journeys on Saturday nights, and on any special occasions up to 11½ p.m., such permission to be revocable at the will of the Inspector, and not in any way to interfere with the conditions of the license, otherwise than the observing of all By-laws and Regulations, respecting the due conduct and condition of all owners, drivers, conductors, or vehicles.

SCHEDULE L.

To Mr. _____, owner of the _____, numbered _____

Take notice that I, the duly appointed Inspector of Public Vehicles for the City of Newcastle, have this day examined your _____ and find it defective, it being _____, and I therefore prohibit the same from again being used or hired until the repairs above noted are made and approved of by me. _____ Inspector.

Newcastle, _____ 188 .

Made and passed by the Council of the Borough of Newcastle, this thirtieth day of May, in the year of our Lord one thousand eight hundred and eighty-one.

(L.S.) JOSEPH CREER,

EDWARD S. HOLLAND,
Town Clerk.

Mayor.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF HUNTER'S HILL—ADDITIONAL BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.Colonial Secretary's Office,
Sydney, 24th October, 1881.

BOROUGH OF HUNTER'S HILL.

ADDITIONAL BY-LAWS.

THE following additional By-laws, made by the Council of the Borough of Hunter's Hill, regulating the charges to be made when the Bailiff is employed and the construction of culverts respectively, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

HENRY PARKES.

Charges when the Bailiff is employed.

	s.	d.
1. Warrant (3 copies)	3	0
2. Levy, including inventory	2	0
3. Man in possession, one shilling per hour up to five hours, but no more for the first day, after that five shillings per day.		

Culverts.

CULVERTS may, on application of occupiers, be placed in the water tables opposite gateways, but they must be built by the Municipal servants, and only by consent of the Council. The cost to be borne jointly by the Municipality and the applicant, and to be recoverable by legal proceedings in default of payment. All other erections in or over the gutters to be deemed obstructions and be dealt with accordingly.

(L.S.) J. K. HEYDON, Mayor.

R. V. GALE, Council Clerk.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF ALEXANDRIA—AMENDED BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 11th November, 1881.

BOROUGH OF ALEXANDRIA.—AMENDED BY-LAWS.

The following amended By-laws, made by the Council of the Borough of Alexandria, for regulating the proceedings of the Council and the duties of its officers and servants; for determining the times and modes of collecting and enforcing payment of rates; for the management of roads, streets, and public places; for preventing and extinguishing fires; for regulating the erection of buildings; and for generally maintaining the good rule and government of the Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the "Municipalities Act of 1867."

HENRY PARKES.

AMENDED BY-LAWS FOR THE BOROUGH OF ALEXANDRIA.

All the By-Laws now in force are hereby repealed.

PART I.

1. If at any meeting of the Council the Mayor be absent, the Aldermen then present, if there be a quorum, shall proceed to elect from among themselves a Chairman of such meeting. Whenever there shall be an adjournment of any such meeting, for want of a quorum, the names of the members present shall be taken down, and shall be recorded in the minute book.

2. The following shall be the order of business at all meetings of the Council other than special meetings:—

1. The minutes of the last preceding meeting to be read, corrected (if erroneous), and verified by the signature of the Mayor or other Chairman. No discussion to be permitted on such minutes, except as to whether they are correct.
2. Correspondence to be read, and, if necessary, ordered upon.
3. Accounts.
4. Petitions (if any) to be presented and dealt with.
5. Reports from Committees and minutes from the Mayor (if any) to be presented and ordered upon.
6. Motions of which notice has been given to be dealt with in the order in which they stand on the business paper.

Resolution without Notice.

Provided that it shall be competent for the Council at any time by resolution without notice, to entertain any particular motion, or to deal with any particular matter of business out of its regular order on the business paper, without any formal suspension of this section; and also in like manner to direct that any particular motion or matter of business shall have precedence at a future meeting.

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Meetings of the Council.

3. The Council shall meet for the dispatch of business at half-past seven o'clock p.m. on every alternate Wednesday, but when such day shall be a holiday, the Mayor shall appoint such other day for holding the meetings as he may think fit, not exceeding four days earlier or later than the said holiday.

4. In the event of a quorum not being present within half an hour after the time appointed for such meeting of the Council, the names of the Aldermen present shall be taken down and entered into the minute book by the Council Clerk; and each Alderman absent shall pay a fine as hereinafter provided, such fine to be remitted only in case of accident, illness, or other causes which shall be laid before the Council at the next meeting by letter from the absentee, and by them deemed satisfactory.

5. Every Alderman being absent from a meeting of the Council as aforesaid, shall for every offence forfeit the sum of two shillings and sixpence sterling; and all such fines and penalties so incurred shall be paid to the Council Clerk within ten days after the person so fined shall have received or had left at his residence a notice of such fine; and in case of default the Mayor shall enforce the payment thereof under the provisions of the Municipalities Act of 1867. All such fines to be carried to the credit of the Borough funds.

Special Meetings, &c.

6. At special meetings of the Council, the business, after the minutes shall have been read and verified—which shall be done in the same manner as at an ordinary meeting—shall be taken in such order as the Mayor or the Aldermen, at whose instance such special meeting shall have been called, may have directed; and in default of such direction, in such order as the Aldermen present may determine.

Business for Special Meetings.

7. The business paper for each special meeting shall contain only such matters as shall have been specially ordered to be entered thereon by the Mayor or Aldermen calling such meeting.

Papers property of Council.

8. After the business paper shall have been made up as aforesaid, all the said notices of motion, requisitions, and directions, as to which entries have been made thereon, shall be the property of the Council, and shall not be withdrawn, altered, or amended, without leave having been first obtained from the Council for such withdrawal, alteration, or amendment.

9. No motion or amendment in Council shall be entertained until the same shall have been committed to writing, nor shall any such motion or amendment be discussed until it be seconded. Any number of amendments may be moved, but no second or subsequent amendments shall be taken into consideration until all previous ones are disposed of. If any amendment be carried, the question, as amended thereby, shall become itself the question before the Council. No discussion shall be permitted on any motion for adjournment of the Council, and if upon the question being put on any such motion, the same be negatived, the subject then under consideration, or the next in order on the business paper, or any other on such paper that may be allowed precedence, shall be discussed before any subsequent motion for adjournment shall be receivable.

10. Every requisition by an Alderman that any particular matter of business be brought before the Council, shall be regarded and treated as a notice of motion by such Alderman that such business be taken into consideration by the Council; and he shall be called upon in due order to move that such business be so considered, or to make any other motion which he may think fit in reference thereto which shall be consistent with the notice of such business and with good order. And if such Alderman be absent, or if being present and so called upon, he shall make no such motion, then it shall be open to any other Alderman to make such motion. And when any such motion shall have been made, it shall be dealt with in precisely the same manner as if notice thereof had been given, subject, however, to any objection which may exist as to its not being in accordance with the notice actually given of such business or with good order. And if no motion shall be made in reference to such business, the entry relating thereto shall be struck from the business paper.

11. The Council shall vote by show of hands, and every Alderman present shall be compelled to vote, excepting the Mayor or Chairman.

12. The orders of the day shall consist of any matters other than motions on notice which the Council shall at a previous meeting thereof have directed to be taken into consideration, or which the Mayor or any Committee of the Council shall have directed to be entered on the business paper for consideration.

13. Section 10 of this Part of these By-laws shall be considered applicable to orders of the day; and the Alderman who has the usual charge of, or who has previously moved in reference to the particular business to which any such order of the day relates, shall be the person called upon to move: Provided that as to any order of the day entered as aforesaid by direction of the Mayor, such Mayor may arrange with any Alderman to move, and may in such case call upon the Alderman with whom he has so arranged.

14. It shall be incumbent on every Alderman presenting a petition to acquaint himself with the contents thereof, and to ascertain that it does not contain language disrespectful to the Council. The nature and prayer of every such petition shall be stated to the Council by the Alderman presenting the same. All petitions shall be received only as the petitions of the parties signing the same. No motion shall, unless as hereinafter provided, be permissible on the presentation of a petition, except that the same be received, or that it be received and referred to one of the permanent Committees hereinafter mentioned, or that it be received and that its consideration stand an order of the day for some future meeting: Provided, however, that if any Alderman shall have given due notice of a motion in reference to any petition, and such petition shall have been presented before such Alderman shall have been called upon to move such motion, the said motion shall, if otherwise unobjectionable, be considered in order.

15. The Mayor shall have the right of directing the attention of the Council to any matter or subject within its jurisdiction or official cognizance, by a minute in writing. Every such minute shall be written upon paper of the same kind and with the same margin as a report from a Committee, and shall be signed by such Mayor. And the consideration of such minute shall have precedence next after the reading of correspondence and order made thereon mentioned in By-law No. 2, Part I.

16. Every Alderman who shall make or second any motion, or shall propose or second any amendment, or shall take any part in any debate or discussion, or shall put or reply to any question, or shall make any statement, or shall in any other way, or for any other purpose address observations to the Council, shall while so doing stand up in his customary place, unless he shall be prevented from so doing by reason of some bodily infirmity, and shall address himself to the Mayor or other Chairman then presiding: Provided that in the case of a question, such question may, by permission of such Mayor or

Chairman, be put directly to the Alderman or officer to be questioned, and may be replied to in like manner, but in every such case the question so put, and the answer thereto, shall be subject to every legal objection on the ground of disorder or irrelevancy. And all members of the Council shall on all occasions when in such Council, address and speak of each other by their official designations as Mayor, Chairman, or Alderman, as the case may be, nor shall any Alderman be interrupted while thus speaking, unless for the purpose of calling him to order as hereinafter provided.

17. Every mover of an original motion shall have a right of general reply to all observations which may have been made in reference to such motion, and to any amendments moved thereon, as well as a right to speak upon every such amendment. Every Alderman, other than the mover of such original motion, shall have a right to speak once upon such motion and on every amendment thereon. No Alderman shall speak after than once upon any question other than a question of order, unless when misrepresented or misunderstood, in which case he shall be permitted to explain without adding any further observations than may be necessary for the purpose of such explanation. And no Alderman shall be allowed to speak at any time longer than fifteen minutes. An Alderman who has moved any motion or amendment shall be considered to have spoken thereon, but an Alderman who shall have seconded any such motion or amendment, without any further observation than that he seconded the same, shall be at liberty to speak on such motion or amendment. No Alderman shall digress from the subject under discussion, or shall make personal reflections on, nor impute improper motives to, any other Alderman.

18. A debate may be adjourned to a later hour of the day, or to any other day specified, and the Alderman upon whose motion such debate shall have been so adjourned shall be entitled to pre-audience on the resumption of the same. If two or more Aldermen rise to speak at the same time, the Mayor or Chairman shall decide which of such Aldermen shall be first heard.

19. Any Alderman may request the question or matter under discussion to be read or stated for his information, or may require the production of any records of the Council bearing upon such question or matter which are readily accessible: Provided, however, that no such request or requisition shall be so made as to interrupt any other Alderman when speaking, or materially to interrupt the discussion; also that if any such request or requisition shall appear to the Mayor or Chairman not to have been made bona fide, it shall not be complied with.

20. The Mayor or Chairman shall not move or second any motion or amendment, nor put any question as provided for by Section 2 of this Part of these By-laws, except as is further provided for by Section 16 of the same; but such Mayor or Chairman shall have the same right as any other Alderman to speak once upon every such subject or amendment. The Mayor or Chairman shall rise when so speaking (unless prevented by some bodily infirmity from so doing), but shall be considered as still presiding.

21. A Call of the Council may be ordered by any resolution of which due notice shall have been given, for the consideration of any motion or matter of business before such Council. There shall, without any special order to that effect, be a Call of the Council for the consideration of every motion which may be made and of every motion for the rescission of every resolution, order, or decision of such Council. The Call shall be made immediately before the motion or business for which such Call has been ordered or is required to be made by the last preceding Section shall be moved or considered. Such Call shall be made as follows:—The Council Clerk shall call the names of all the members in their alphabetical order, each member present shall answer to his name as so called, and if any members are absent, a record shall be made of such absence; but if leave of absence to any such member shall have previously been granted, or if such an excuse in writing shall have been forwarded to the Mayor or Council Clerk as a majority of the Council then present shall consider satisfactory, such absent member shall stand excused, and a record shall be made of such excuse, and of the reasons for the same. Any member of the Council who, having had notice of such Call of the Council, shall not answer to his name as aforesaid, and shall not be legally excused as aforesaid, and shall fail to show that by reason of extreme illness, or any other sufficient cause he has been unable to send an excuse in writing as aforesaid, or who, having answered to his name as aforesaid, shall not be present when a vote is taken on the motion or business as to which such Call has been made as aforesaid, shall, for every such offence, be liable to a penalty of not less than 2s. 6d., nor more than £1: Provided that if the consideration of every such motion or matter of business be adjourned to a future day, there shall be a further Call on the resumption of such consideration; and the provisions herein, as to penalties for absence, shall have reference to such further Call; and if there shall be more than one adjournment, this proviso shall be taken to extend to the resumption of the consideration of such motion or matter of business after every such adjournment.

22. There shall be three Standing Committees, viz., a By-law Committee, a Committee for Works, and Finance Committee. The By-law Committee shall prepare for the consideration of the Council, drafts of all such By-laws as may be required for the good government of the Borough; they shall also watch over the administration of the By-laws, and of any Statute of which the operation has been or may be extended to the said Borough, and shall take such steps as may be necessary for the prevention or punishment of offences against such By-laws or Statutes, and for the preservation of public health, order, and decency. The Committee for Works shall have the general direction of all works ordered or sanctioned by the Council, and the general inspection of all streets, roads, ways, bridges, public reserves, and other public places under the care and management of the Council; they shall also inquire, and report from time to time, as to such improvements or repairs as they may be directed by resolution of the Council to inquire and report upon. The Finance Committee shall examine and check all accounts, and shall watch generally over the collection and expenditure of the Municipal revenues; they shall inquire and report, from time to time, as to all matters which they may consider to affect, or to be likely to affect, the finances of the Borough, and as to such matters or subjects of the like nature as they may be directed by resolution of the Council to inquire and report upon.

23. Every Committee of which the Mayor shall not be a member shall elect a permanent Chairman of such Committee, within seven days after their appointment. The Council Clerk shall call a meeting of any Committee when requested so to do by the Chairman or any two members of such Committee. The Chairman of each Standing Committee shall make, or cause to be made, in a book to be kept by him for that purpose, memoranda of all the transactions of such Committee, which book he shall, on ceasing to be such Chairman, hand over to the Council Clerk, and by him to the succeeding Chairman.

24. With the exception of emergent matters hereinafter specially provided for, no work affecting the funds of the said Borough shall be undertaken until the probable expense thereof shall have been first ascertained by the Council. For emergent matters, and for necessary current expenses during the intervals which may elapse between the meetings of the Council, outlays to the following extent may be incurred:—1. By order of the Committee for Works, or of the Mayor and one member of such Committee, for repairs or emergent works to the extent of five pounds. 2. By order of the Mayor and any two Aldermen, or without the Mayor, of any four Aldermen, for any emergent purpose, to the extent of five pounds. 3. By order of the Mayor, for necessary current expenses, to the extent of two pounds: Provided that in every case a detailed report, writing, of every outlay, shall be laid before the Council at its next meeting,—such report to be signed by the Chairman of the Committee of Works, or the Mayor, or the Mayor and Aldermen, or the Aldermen without the Mayor, as the case may be, by whom such outlay shall have been authorized. Also, that such outlay shall only be permissible in reference to matters coming strictly within the jurisdiction or functions of the Council, and that no outlay involving a disobedience or evasion of any order or resolution of such Council shall on any pretence be thus authorized.

Accounts or demands for money, &c.

25. All accounts and demands of money against or from the Council shall be examined and reported on by the Finance Committee, before any order shall be made for payment of such accounts or demands. No payment shall be so ordered unless there shall be a certificate or memorandum from the Committee, from the Mayor, or from the officer of the Council to whom the direction or guardianship of such expenditure properly belongs, showing that the demand is a legitimate one, and has been duly authorized or inquired into. It shall be the imperative duty of the Finance Committee to see that this requirement is fulfilled, or to report specially as to the reasons for its non-fulfilment, before recommending payment: Provided, however, that such special report as last herein mentioned may be embodied with the report by which payment of the amount in question is recommended: Provided also, that in cases of special expenditure under section 24 of this Part of these By-laws, the report directed by that section to be laid before the Council shall, if the outlay shall have been lawfully incurred, be deemed a sufficient certificate; and provided further, that in regard to salaries and wages of labour, for officers, servants, and labourers employed at fixed rates of payment by order of the Council, the certificate of the Mayor of the amount due to any such officer, servant, or labourer, and the order of such Mayor for payment of such amount, shall be sufficient authorization for such payment; and such certificate, memoranda, and authorization shall be attached respectively to reports from the Finance Committee on the payments or outlays to which such certificates, memoranda, or authorizations have reference.

Destroying records.

26. Any person destroying, defacing, or altering any record of the Council shall, for every such offence, be liable to a penalty of not less than five pounds nor more than fifty pounds.

Bonds.

27. All bonds given by officers or servants of the Council for the faithful performance of their duties may be deposited with the attorney or the bankers of the Corporation as the Council may order, and no officer or servant of the Council shall be received as surety for any other officer or servant.

Council Clerk's duties, &c.

28. The Council Clerk, in addition to the duties which by the Municipalities Act of 1867, or by the present or any other By-laws thereunder he may be required to perform, shall be the Clerk of all Revision Courts held in the Borough under the provisions of the said Municipalities Act. He shall also, under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council. He shall likewise have charge of all the records of such Council, except such books or documents as may (as hereinafter provided) be entrusted to any other officer, and shall be responsible for the safe keeping of such records. He shall generally assist the Mayor in carrying out the orders of the Council and the duties of each Mayor.

Treasurer.

29. The Treasurer shall have the charge of such books of account and other records of the Council as the Council shall from time to time order to be kept by him, and shall be responsible for the safe keeping of the same; and any other officer of the Council may have other records committed to his charge by order of the Council; and in such case shall be responsible for the safe keeping thereof.

Leave of absence, &c.

30. No leave of absence shall be granted to the Mayor or to any Alderman otherwise than by a resolution of the Council adopted after due notice.

Tenders.

31. Whenever it is decided that any work shall be executed, or any materials supplied, by contract, tenders for the execution of such work, or the supply of such materials, shall be called for by public notice as hereinafter provided.

Draft of intended By-laws.

32. A draft of every intended By-law shall lie in the office of the Council for at least seven days before such draft shall be taken into consideration by such Council, and shall be open to the inspection of any ratepayer who may desire to inspect the same, and public notice shall be given as hereinafter provided that such draft is so lying for inspection.

Rescission of orders, &c.

33. Whenever a motion for the rescission of any order, resolution, or vote of the Council shall have been negatived, no other motion to the same effect shall be permissible until a period of three months shall have elapsed from the time of negativing such first-mentioned motion: Provided that nothing herein contained shall be held to prohibit the reconsideration and amendment of any proposed By-law which may have been submitted to the Governor for confirmation, and may have been remitted to the Council with suggested amendments of the same, or the passage after due notice as hereinafter provided, and in due course of law, of any By-law for the repeal or amendment of any other By-law.

Quorum not present.

34. Whenever the consideration of any motion or matter of business shall have been interrupted by reason of a quorum not having been present, the resumption of such consideration may be ordered by resolution of the Council, after due notice, and such consideration shall in such case be resumed at the point where it was so interrupted as aforesaid.

Suits and informations—how laid.

35. Any suits or informations for the enforcement of penalties for or in respect of breach of the Municipalities Act of 1867, or of any By-law made thereunder, or of any Statute, the operation of which may have been extended to the Borough which may have been directed by the Council, or by the By-law Committee, or by the Mayor, to be commenced or laid as follows, namely: When against a member of the Council, or an Auditor, or any officer of the Corporation, by the Council Clerk, unless such Council Clerk shall be the officer to be proceeded against, and in such case by any other officer named by the Council for that purpose; when against any other person, by the officer to whom the carrying out of the statutory provision or By-law imposing the penalty sought to be enforced has been entrusted; and if there shall be no such officer, then by any such officer or person as shall be appointed for that purpose by the Council or the By-law Committee, or the Mayor, as the case may be, on directing such suit or information as aforesaid; and no such suit shall be brought or information laid as aforesaid against any member of the Council or Auditor, except by order of such Council; nor shall any similar proceeding be taken against any officer of the Council except on the order of such Council or of the Mayor, nor against any other person, except upon the order

of the Council, or of the Mayor, or of the By-law Committee. And no such suit shall be directed to be brought, nor shall any such information be directed to be laid as aforesaid, except upon an express resolution of the Council, in any case where the bringing of such suit, or the laying of such information, will be adverse to any previous direction by such Council, or where on the trial or hearing of any such suit or information the same shall have been dismissed on the merits. Provided that in any case the conduct or prosecution of any such suit or information may on the order of the Council be entrusted to an attorney.

Public notice.

36. In all cases where public notice is or shall be required to be given by any By-law of any appointment, resolution, act, order, or regulation done, made or passed, or proposed to be made, done, or passed by the Council or by any Committee thereof, or by the Mayor or any officer of the said Council, such notice shall be given and published by posting the same on or near the outer door of the Council Chambers for the space of seven days, and by advertising the same once in some newspaper circulating in the said Borough.

Persons liable to pay rates, &c.

37. All persons liable to pay any rates shall pay the amounts thereof within the time prescribed by the "Municipalities Act of 1867" into the office of the Council Clerk, during office hours. And it shall be the duty of the Council Clerk to furnish the Mayor with a list of the names of all persons whose rates are unpaid at the expiration of the times fixed for the payment of the same. And it shall be the duty of the Mayor to issue distress warrants against all such persons, and to cause such warrants to be enforced, or to cause such defaulters to be sued for the amount of such rates in a Court of competent jurisdiction.

PART II.

Bailiff, how appointed.

1. The Council may from time to time appoint a Bailiff to the said Borough, and such Bailiff before entering on the duties of his office shall enter into a bond for the faithful performance of his duty—himself in the sum of fifty pounds and two sureties in the sum of twenty-five pounds each, such sureties to be approved of by the Mayor. All distresses for rates in arrear in respect of any premises shall be made by the Bailiff for the time being on the goods and chattels on the said premises while in the occupation of the person on whom the notice of assessment and rate was served, under warrant, in the form of Schedule A hereto, under the hand of the Mayor or any Alderman who may for the time being be duly authorized to perform the duties of that office. If the sum for which any such distress shall have been made shall not be paid, with costs, as hereinafter provided, on or before the expiration of five days, the Bailiff shall sell the goods so distrained, or a sufficient portion thereof, in the manner pointed out by the Act 15 Vic. No. 11, and shall pay over the surplus (if any) that remain, after deducting the amount of the sum distrained for and costs as hereinafter provided, to the owner of the goods so sold, on demand of such surplus by such owner. The inventory on making every such distress shall be in the form set forth in the Schedule B. And the person distraining and the person distrained on shall respectively be entitled to the like advantages as are conferred on either by the said Act: Provided nevertheless that the fees chargeable and recoverable shall be those set forth in the Schedule C. And the Bailiff shall hand over to the Council Clerk all proceeds of every such distress within forty-eight hours after having received the same, less the costs and charges in said Schedule C.

SCHEDULE A.

Warrant of Distress.

I, _____, of the Borough of Alexandria, do hereby authorize you, _____, the Bailiff of the said Borough, to distrain the goods and chattels in the dwelling-house (or in and upon the land and premises) in the occupation of _____, situate at _____, for _____, being the amount of rates due to the said Borough to the day of _____, for the said dwelling-house (or land or premises as the case may be), and to proceed thereon for the recovery of the said rates according to law.

Dated this _____ day of _____, 18 ____.

SCHEDULE B.

Inventory.

I have this day, in virtue of the warrant under the hand of the _____ of the Borough of Alexandria, dated _____, distrained the following goods and chattels in the dwelling-house (or in and upon the land and premises) in the occupation of _____, situate at _____, within the said Borough, for _____, being the amount of rates due to the said Borough to _____ day of _____, 18 ____.

List of Goods and Chattels distrained on

Dated this _____ day of _____, 18 ____.

SCHEDULE C.

Costs.

	s. d.
For every warrant of distress	2 0
For serving every warrant and making levy where the same is not more than £20	2 0
Above that sum in addition for every £10	1 0
For making and furnishing copy of inventory	2 0
For man in possession each day or part of day	5 0
For sale, commission, and delivery of goods per pound on proceeds of the sale	1 0

PART III.

New roads, &c.

1. No new public road, street, or other place less than forty feet in width proposed to be dedicated to the public, shall be taken under the charge and management of the Council until after such road or street shall have been examined by the Committee for Works and reported upon to the Council by such Committee.

New streets, roads, &c.

2. Whenever any proprietor or proprietors of land within the said Borough shall open any road, street, or way, or lay out any park or other place for public use or recreation through or upon such land, and shall be desirous that the Council shall undertake the care and management of such road, street, way, park, or other place, he or they shall furnish the Council with a plan or plans, signed by himself or themselves, showing clearly the position and extent of such road, street, way, or park, or other place as aforesaid.

New road, streets, &c.

3. If the Council shall determine to take charge of any roadway or other place as aforesaid, the plan or plans so signed as aforesaid shall be preserved as a record or records of the Council; and the proprietor or proprietors aforesaid shall execute such further instrument dedicating such road, way, park, or other place to public use or recreation as aforesaid as may be considered necessary by the Committee for General Purposes, and such further instrument of dedication shall also be preserved as a record of the Council.

Management of Roads and Streets.

4. No person shall erect any house or other building in any street, road, or lane in the Borough, without giving notice thereof in writing to the Council Clerk, describing the nature and situation of the intended erection; and the person giving such notice shall be entitled to receive from the Council, within seven days after receiving such notice, an authority to proceed with the said building, upon payment to the Council Clerk of a fee of two shillings and sixpence, without which authority no such buildings shall be erected under a penalty of one pound.

5. No person shall be permitted to encroach beyond the building-line in any road, street, or lane under the control of the Council, by the erection of houses, verandahs, steps, fences, or any other obstruction, under a penalty of one pound.

6. Any person erecting such obstruction as aforesaid, and not removing the same within fourteen days from the date of notice served on the premises or ground complained of, shall be liable to a penalty of not less than forty shillings nor more than five pounds.

7. All houses within the Municipality having frontages to a main thoroughfare being kerbed and guttered, shall be sufficiently spouted with down-piping to be laid under the footpath and kerb into the gutter; no water is to be allowed to flow on the footpath, under a penalty of five shillings.

8. No person shall throw or deposit any rubbish, dead fowls, or animals of any description, or offensive matter, into any road, street, lane, footpath, gutter, or any ground near to a public way, under a penalty of five shillings.

9. No person shall be allowed to place any building materials on the footpaths, unless by the sanction of the Mayor in writing, countersigned by the Council Clerk; and any building materials so placed, or any open cutting or excavations, shall be protected by two lights, to be kept burning from dark until daylight; and for every such authority as aforesaid the sum of two shillings and sixpence shall be charged.

10. No person shall open the footpath for the purpose of laying on gas or water before making application to the Council and paying a fee of two shillings and sixpence, under a penalty of not more than one pound, nor less than five shillings.

Prevention of Fires.

11. No person shall place, or permit to be placed, in any house, workshop, or other building, fire, gunpowder, or combustible or inflammable material of any kind, so as to endanger contiguous buildings.

12. The inspector of nuisances shall, upon receiving a representation in writing that fire is being used or combustible matter stored to the danger of adjoining buildings, proceed to the premises complained of, and shall if he thinks necessary cause the danger to be removed immediately.

Entrance to Premises.

13. In all cases where access is necessary from a street or road to any yard, private way, lane, or premises, the person or persons requiring and using the same shall form and maintain at his or their own cost a crossing over the footpath through the full depth thereof, to be formed and constructed as the Council or their Surveyor shall direct, under a penalty not exceeding twenty pounds nor less than ten shillings: Provided in all cases where the Council shall consider crossings necessary, and the person or persons interested shall fail to make application for the construction thereof, the Council shall have power to form any such crossings.

Levels.

14. The Committee for Works, or any officer or person acting under the supervision of such Committee, shall, subject to such orders as shall from time to time be made by the Council in that behalf, fix and lay out the levels of all public roads, streets, and ways within the Borough, and the carriage and foot-ways thereof; and it shall be the duty of such Committee, officer, or person, to place posts at the corners or intersections of any such public roads and streets, and of the carriage-ways and foot-ways of such roads and streets, wherever the same may be considered necessary or desirable by the Council: Provided that there shall be no change of level in any such public road, street, or way, until the same shall have been submitted to and adopted by the Council as hereinafter directed.

Alteration of Levels.

15. Whenever it may be deemed necessary to alter the level of any such public road, street, or way as aforesaid, the Committee for Works shall cause a plan and section showing the proposed cuttings, to be exhibited at the Council Chamber for fourteen days, for the information and inspection of ratepayers, and shall notify by advertisement in some newspaper circulating in the Borough, that such plan is so open for inspection. At a subsequent meeting of the Council the said plan and section shall, if adopted, be signed by the Chairman of such meeting, and countersigned by the Council Clerk; and such plan and section so signed and countersigned shall be a record of the Council.

Gravel, &c., not to be removed.

16. Any person who shall form, dig, or open any drain or sewer, or remove or cause to be removed any turf, clay, sand, soil, gravel, stone, or other material, in or from any part of the carriage or foot way of any road or street, or other public place within the said Borough, without leave first had and obtained from the Council, or who shall wantonly break up or otherwise damage any such carriage or foot way, shall, on conviction, forfeit and pay for every such offence any sum not exceeding five pounds nor less than one pound.

Holes, &c., not to be made.—Obstructions.—Fences.

17. Any person or persons who shall dig or make, or cause to be dug or made, any hole or excavation, or leave, or cause to be left, any hole or excavation, or any unenclosed or insufficiently enclosed land, adjoining or near to any street or public place within the said Borough, for any purpose whatsoever, and shall not forthwith enclose, and keep the same enclosed in a good and sufficient manner, to the satisfaction of the Committee for Works of the said Borough, or shall keep up, or cause to be kept up and continued, any enclosure upon any public street, thoroughfare, or other public place for any time which, in the opinion of the said Committee, shall be longer than is absolutely necessary, or shall not place lights upon each side of any such enclosure, and keep the same constantly burning from sunset to sunrise during the continuance of any such enclosure shall forfeit and pay for every such refusal or neglect any sum not being less than forty shillings nor exceeding five pounds. If any person or persons shall fence across, or fence in, or in any way obstruct any public street, or road, thoroughfare, or highway, within the said Borough, such person or persons so offending shall upon conviction forfeit and pay a sum not exceeding five pounds nor less than two pounds for every such offence.

Stoppage of Traffic.

18. The Committee for Works, or any officer or person acting under the authority of such Committee, may at any time cause the traffic of any street, lane, or thoroughfare, or any portion thereof, to be stopped for the purpose of repairing the same, or for any necessary purpose, and any person offending against this By-law, either by travelling along such street, lane, or thoroughfare, or such portion thereof, or by removing or destroying any obstruction that may be placed thereon for the purpose of suspending the traffic, shall forfeit and pay a penalty of any sum not exceeding five pounds for every such offence, and not less than two pounds.

Trailing of Timber, &c.

19. Any person who shall haul or draw, or cause to be hauled or drawn, upon any part of any street or public place within the said Borough, any timber, stone, or other thing, otherwise than upon wheeled vehicles or barrows, or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon any wheeled vehicle or borrow, to drag or trail

upon any part of such street or public place, to the injury thereof, or to hang over any part of any such vehicle or barrow, so as to occupy or obstruct the street beyond the breadth of the said vehicle or barrow, shall upon conviction forfeit and pay for every such offence a sum of not more than forty shillings nor less than five shillings.

Filth on Road.—Drawings on Foot-ways.

20. Any person who shall throw, cast, or lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal, blood, or other filth, or annoyance, or any matter or thing, in or upon the carriage-way or foot-way of any street or other public place in the said Borough, or shall kill, slaughter, dress, scald, or cut up any beast, swine, calf, sheep, lamb, or other animal, in or so near to any such street or other public place, as that any blood or filth shall run or flow upon or over, or be on any or either of any such carriage or foot-way, or shall run, roll, drive, draw, or place or cause, permit, or suffer to be run, rolled, driven, drawn, or placed upon any of the said foot-ways of any such street or public place, any waggon, cart, dray, sledge, or other carriage, or any wheel-barrow, hand-barrow, or truck, or any hogshead, cask, or barrel, or shall wilfully lead, drive, or ride, any horse, ass, mule, or other beast, upon any such foot-way, shall upon conviction forfeit and pay, for the first offence, a sum not exceeding forty shillings nor less than ten shillings; for the second offence, a sum not exceeding ten pounds nor less than one pound; and for the third and every subsequent offence, a sum not exceeding twenty pounds nor less than five pounds for each such offence.

Obstruction of Foot-ways.

21. Any person who shall set or place, or cause, or permit to be set or placed any stall-board, chopping-block, show-board (on hinges or otherwise), basket-wares, merchandise, casks, or goods of any kind whatsoever, or shall hoop, place, wash, or cleanse, or shall cause to be hooped, placed, washed, or cleansed, any pipe, barrel, cask, or vessel, in or upon, or over any carriage or foot-way, in any street or public place within the said Borough, or shall set out, lay, or place, or shall cause or procure, permit, or suffer to be set out, laid, or placed, any coach, cart, wain, waggon, dray, wheel-barrow, hand-barrow, sledge, truck, or other carriage, upon any such carriage-way, except for the necessary time of loading or unloading such cart, wain, waggon, dray, sledge, truck, or other carriage, or taking up or setting down any fare, or waiting for passengers when actually hired, or harnessing or unharnessing the horses or other animals from such coach, cart, wain, waggon, dray, sledge, truck, or other carriage; or if any person shall set on, place, or cause to be set or placed in or upon or over any such carriage or foot-way any timber, stones, bricks, lime, or other materials or things for building whatsoever (unless the same shall be enclosed as herein directed), or any other matters or things whatsoever, or shall hang out or expose, or shall cause or permit to be hung out or exposed, any meat or offal, or other thing or matter whatsoever, from any house or other building over any part of any such foot-way or carriage-way, or over any area of any house or other building or premises, or any other matter or thing from and on the outside of the front or any other part of any house or other building or premises over or next unto any such street or public place, and shall not immediately remove all or any such matters or things, being thereto required by the Inspector of Nuisances or other officer appointed by the said Council,—or if any person who, having in pursuance of any such requisition as aforesaid, removed or caused to be removed any stall-board, show-board, chopping-block, basket-wares, merchandise, casks, goods, coach, cart, wain, waggon, dray, wheel-barrow, hand-barrow, sledge, truck, carriage, timber, stones, bricks, lime, meat, offal, or other matters or things, shall at any time thereafter again set, lay or place, expose, or put out, or cause, procure, permit, or suffer to be set, laid, placed, exposed, or put out, the same or any of them, or any other stall-board, show-board, chopping-block, basket-wares, merchandise, goods, timber, stones, bricks, lime, coach, cart, wain, waggon, dray, truck, wheel-barrow, hand-barrow, sledge, meat offal, or other things or matter whatsoever (save and except as aforesaid), in, upon, or over any such carriage or foot way of or next unto any such street or public place as aforesaid, shall, upon conviction, for every such offence forfeit and pay, for the first offence a sum not exceeding forty shillings nor less than ten shillings, for the second offence a sum not exceeding five pounds nor less than £1, and for the third and every subsequent offence a sum not exceeding ten pounds nor less than two pounds: Provided that nothing herein contained shall be deemed to prevent any person from placing an awning in front of his or her shop or house in such manner as that such awning shall be at least seven feet above the height of the foot-way, and that the posts be placed close to the kerbstones or outer edge of such foot-way, and having first obtained permission from the Council to erect such awning.

Carrying Offal, &c.

22. Any person or persons who shall convey, carry, or cause to be conveyed or carried, in any cart, carriage, or other vehicle, or by any other contrivance, any slaughter-house refuse, offal, night-soil, ammoniacal liquor, or other offensive matter, through or in any street, road, or public place within the said Borough,

between the hours of five o'clock in the morning and ten o'clock at night, or who shall fill any cart or other vehicle so as to turn over or cast any slaughter-house refuse, offal, night-soil, ammoniacal liquor, slop, mire, or channel dirt, or filth in or upon any street, road, or public place, or who shall deposit any slaughter-house refuse, offal, night-soil, ammoniacal liquor, blood, or other offensive matter nearer to any street, road, public place, or dwelling-house than two hundred yards, or who shall remove or receive slaughter-house refuse, offal, night-soil, or other offensive matter, except between the hours of ten o'clock at night and five o'clock in the morning, and then not otherwise than in properly covered and water-tight carts, or who shall cause or suffer any vehicle used for this purpose to stand on any premises within two hundred yards from any such street, road, or dwelling-house, shall for every such offence pay any sum not exceeding ten pounds nor less than two pounds, and for every subsequent offence any sum not exceeding twenty pounds nor less than five pounds, and the Inspector of Nuisances shall have power to inspect the contents of all vehicles carrying or used for conveying such offensive matters as aforesaid.

Furious Driving and Riding, &c.

23. Any person who shall ride or drive furiously so as to endanger the life or lives of any person or persons within any streets, roads, or ways of the said Borough, or shall break in any horse, or shall drive any carriage for the purpose of breaking in such horse or horses, to the danger of the passengers in any street, road, or way within the said Borough, shall for every such offence pay a sum not exceeding ten pounds nor less than two pounds.

Drafting Cattle, &c.

24. Any person or persons drafting cattle upon any road street, or public place within the boundaries of the said Borough, shall upon conviction be fined in any sum not exceeding five pounds nor less than two pounds

Lamp, &c.

25. Any person who shall wantonly or maliciously break or injure any lamp or lamp post, or extinguish any lamp set up for public convenience in the said Borough, shall forfeit and pay for every such offence any sum not less than two pounds nor more than five pounds.

Damaging toll or other public building, &c.

26. Any person who shall damage any public building, toll-gate, toll-bar, toll-board, wall parapet, fence, sluice, bridge, culvert, sewer, water-course, or other public property within the said Borough, shall forfeit and pay a sum not exceeding ten pounds nor less than two pounds.

Damaging trees or shrubs, &c.

27. Any person who shall wilfully and without the authority of the Council cut, break, bark, root up, or otherwise destroy or damage the whole or any part of any tree, sapling, shrub, or underwood, growing in or upon any street or place under the management of the Council, shall forfeit any sum not exceeding ten pounds nor less than one pound.

Animals thrown in water, &c.

28. Any person who shall cast any filth, rubbish, or any dead animal, or any animal with intent of drowning, into any public watercourse, sewer, waterhole, river, creek, or canal, or who shall suffer slops, suds, or filth of any kind to flow from his or her premises over any of the foot-ways or streets of the Borough, or permit or cause by means of pipes, shoots, channels, or other contrivances, filth of any kind whatsoever to flow into any public watercourse, waterhole, river, creek, or canal, or shall obstruct or divert from its channel any sewer or watercourse, river, creek, or canal, shall forfeit any sum not exceeding five pounds nor less than one pound.

Dead animals, mode of removal.

29. If any animal shall die in any part of the said Borough, and the owner of such animal or the occupier of the place, if private property, where such animal shall have died, shall not cause such animal to be immediately destroyed by fire, or so effectually removed and disposed of that no nuisance can possibly result therefrom in any part of the said Borough, he shall for every such offence forfeit and pay any sum not exceeding fifty pounds, nor less than ten pounds.

Dead animals on road or street, &c.

30. If any animal shall die on any road, street, or public place within the said Borough, or within half a mile of any road, street, or public place, or of any dwelling-house, and the owner of such animal, or the occupier of the place, if private property, where such animal shall have died, shall not immediately cause such animal to be effectually removed and disposed of as aforesaid, or destroyed as aforesaid on the spot where it shall have died, if a quarter of a mile from any dwelling-house, or if such spot shall not be a quarter of a mile from any dwelling-house, if such owner or occupier shall not immediately cause such animal to be effectually removed as aforesaid, or to be removed to some place not less than a quarter of a mile from

any dwelling-house and there destroyed as aforesaid, every such owner or occupier shall for every such offence forfeit and pay any sum not exceeding ten pounds nor less than two pounds.

Power of Inspector as to dead animals on private premises.

31. The Inspector of Nuisances, or any other officer appointed by the said Council of the said Borough, with his assistant, may at any hour enter upon any premises or place within the said Borough where any animal has died, and require the owner or occupier of such premises or place immediately to destroy such animal by fire, and if necessary to remove the same for that purpose, as such Inspector of Nuisances or other officer appointed by the said Council shall direct, or otherwise forthwith effectually to remove and dispose of the same as aforesaid, in default of which it shall be lawful for any one or more of such officers to cause such animal to be removed for that purpose, and every owner or occupier of such premises or place failing, neglecting, or refusing to comply with such requisition, shall forfeit and pay any sum not exceeding twenty pounds nor less than three pounds.

Dead animals in certain cases to be removed at cost of Municipality.

32. If any animal shall die in any public street or place within the said Borough, and the owner or any person having charge of such animal cannot at the time be found or ascertained, it shall be immediately removed by the Inspector of Nuisances or other officer appointed by the said Council, and destroyed in the manner aforesaid, at the cost of the said Borough.

Hog-sties to be forty yards from street, and animals suffered to stray, &c.

33. Any person who shall breed or keep any kind of swine, lambs, calves, or sheep in any house, building, yard, garden, or other place situated and being within forty yards of any street or public place in the said Borough, or shall suffer any kind of swine, or any horse, ass, mule, sheep, goat, cow, or any other animal of a like nature belonging to him or her, or under his or her charge, to stray or go about, or to be tethered or depastured in any street, road, or public place, shall on conviction forfeit and pay any sum not exceeding forty shillings nor less than ten shillings for such and every animal so bred, kept, suffered to stray, or go about, or to be tethered or depastured in any such street, road, or public place as aforesaid: Provided that if after due inquiry shall have been made the owner thereof cannot be discovered, it shall be lawful for the said Council to cause to be destroyed any swine or goats so straying, tethered, or depastured. And the owner or occupier of any house or premises or other place within the said Borough, wherein any such swine, horse, ass, mule, sheep, calves, goat, cow, or other animal is kept, fed, milked, or used in any way whatsoever, shall, within the meaning of these By-laws, be deemed the owner of every such animal so bred, kept, suffered to stray, or to be tethered or depastured in any such street or public place as aforesaid, and the words "any house," "building," "yard," "garden," or "other place" wherein any kind of swine, lambs, or calves shall be bred or kept as aforesaid, shall respectively be deemed hog-sties within the meaning of those By-laws, and the word "horses" shall be sufficient designation for any entires, goldings, mares, or foals, and the word "cattle" for any bulls, oxen, cows, or calves, when more than one is the subject of any information and summons under the provisions of these By-laws.

Power to impound.

34. The Inspector of Nuisances or any other person duly authorized by the said Council shall have the power to impound, in the public pound of the said Borough, all animals of every description found straying within the said Borough.

Premises and Offal, &c.

35. Any owner or occupier of any house, premises, or place within the said Borough, who shall neglect to keep clean all private avenues, passages, yards, and ways, within the said premises, so as by such neglect to cause a nuisance by offensive smell, or who shall suffer any slaughter-house refuse, offal, bones, or any decomposed substance under any process or otherwise to remain in or upon any premises in the said Borough, or who shall allow the remains of any boiled carcass or boiled slaughter-house refuse, bones, offal, or liquid, to remain or stand in any cart, boiler, trough, cask, tub, in any shed, house, yard, paddock, or other place within the said Borough, until it shall become a nuisance by causing an offensive smell or otherwise, shall for every such offence pay any sum not exceeding twenty pounds nor less than two pounds, and for every subsequent offence any sum not exceeding fifty pounds nor less than five pounds. And the Inspector of Nuisances, or any other officer appointed by the said Council, for the purpose of abating those nuisances, may, when and as often as he shall see occasion, with any assistance he may deem fit, visit and inspect all private avenues, passages, yards, ways, premises, butchers' shambles, slaughter-houses, tannery, sties, boiling-down, and fellmongering establishments in the said Borough, and any proprietor or proprietors of such establishments who shall suffer soup or other offensive matter to run through any drain, sewer, or pipes into any creek, or cause to pollute any creek or other place in a like manner, shall forfeit and pay a similar penalty as aforesaid.

Complaints respecting dirty premises, &c.

36. Upon the complaint of any householder that the house, premises, yards, closets, or drains of the neighbouring or adjoining premises are a nuisance or offensive, the Inspector of Nuisances, or any other officer appointed by the said Council, shall make an inspection of the premises complained of. And the officer of the said Council shall have the full power, without any other authority than this By-law, to go upon such premises for the aforesaid purpose. And any person who shall personally, or by any person in his employment or under his control, suffer any waste or stagnant water, or any muck, filth, soil, or other offensive matter to remain in any cellar or place within any dwelling-house or premises within the said Borough for the space of twenty-four hours after written notice to him from the Inspector of Nuisances, or officer of the Council, to remove the same, or shall in like manner suffer the contents of any water-closet, privy, or cesspool to overflow or soak therefrom, shall for every such offence forfeit and pay a sum not exceeding two pounds nor less than ten shillings, and the like sum for every day that the same shall remain after such notice; and the Council may remove or abate the nuisance.

37. Every person who in any street or other public place or passage within the said Borough, to the obstruction, annoyance, or danger of the residents or passengers, shall commit any of the following offences, shall on conviction for any and every such offence, forfeit and pay a penalty of not more than two pounds nor less than ten shillings:—

Every person who shall carry or convey, or cause to be carried or conveyed, in any street or public place, the carcass, or any part of the carcass, of any newly slaughtered animal without sufficient and proper cloth covering the same for concealment from public view, or shall hawk or carry about butcher's meat for sale without covering the same as aforesaid.

Every blacksmith, whitesmith, anchorsmith, nail-maker, metal-founder, lime-burner, brick-maker, potter, or other person using a forge, furnace, or kiln, and having a door, window, or aperture fronting or opening into or towards any street, lane, or passage, and not enclosing such door, or not fastening the shutters or other fastenings of such window, and closing such aperture, or placing a screen before the same every evening within one hour after sunset, so as to effectually prevent the light from showing through the doorway, window, or aperture next or upon such street or lane or passage.

Every person who shall within the distance of one hundred yards from any dwelling-house burn any rags, bones, cork, or other offensive substance, to the annoyance of any inhabitant.

Every person who shall carry goods, tools, implements, ladders, scaffolding, or any frame, to the annoyance of any person upon the foot-way of any street or other public foot-way.

Every person driving any cart, waggon, dray, coach, hackney-carriage, omnibus, gig, or other carriage whatsoever, who shall not keep to the near or left-hand side of such street, road, thoroughfare, or public place, or passage, except when passing any other carriage or other vehicle which is stationary or going in the same direction, or shall in any manner prevent wilfully any other person from passing him or any carriage under his care, upon such street, road, thoroughfare, or public place, or passage, or by negligence or by misbehaviour prevent, injure, or interrupt the free passage of any carriage or person in or upon the same, and every person having the care or charge of any cart, waggon, wain, or van, which shall be drawn by two or more horses or other beasts, who shall ride on the same without sufficient reins to guide the animals drawing the same.

Every person driving or having the care or charge of any wain, waggon, van, cart, or dray, which shall be drawn by any horse or other animal, and driven or guided by reins, who shall wilfully allow the horse or other animal drawing the same to proceed out of walking pace.

The owner of every such wain, waggon, van, cart, dray, as last above mentioned, who shall allow the same to be driven through the said Borough without having his name and place of abode painted in full length on the off side legibly, at least two inches high and proportionately broad, in white letters on a black ground.

The driver or person in charge of any such cart as aforesaid, who shall refuse to give his and the owner's name and address, or shall give a false or fictitious name of himself or the owner, or of the place of abode of either of them.

Placards, &c.

Every person who shall paste or otherwise affix any placard or other paper upon any wall, house, building, fence, or enclosure, or who shall chalk or paint, or in any other manner mark or disfigure such wall, house, building, fence, or enclosure, unless with the consent of the owner thereof.

Offences against Decency, &c.

38. Any person who shall offend against decency by exposure of his or her person, in any street or public place within the said Borough, or in the view thereof, shall on conviction forfeit and pay for every such offence a sum not exceeding ten pounds nor less than five pounds.

Houses of Ill-fame.

39. Upon representation of any respectable ratepayer that any house or premises within the said Borough, and near to the residence of such ratepayer, is of ill-fame, it shall be lawful for the By-law Committee to cause the residents of such house or premises to furnish to the Council a list of the names, ages, sexes, and occupations of all the inmates of the said house or premises, and upon non-compliance with such request, or if upon consideration the said Committee consider the house to be one of ill-fame, they shall, with the sanction of the Council, declare the same to be a nuisance, and shall cause a notice in writing to be served upon the holder of such house or premises, or any person resident or being therein, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice. And if such nuisance be not so abated, the holder of such house or premises, or other person residing or being therein and acting as such holder, shall be liable to be proceeded against for such nuisance, and shall on conviction thereof forfeit and pay any sum not less than two pounds nor more than twenty pounds, and if such nuisance shall not be abated within forty-eight hours after such conviction, such holder of such house, or such other person residing or being therein as aforesaid, shall forfeit and pay for such second offence, a sum of not less than five pounds nor more than fifty pounds. And if a further period of forty-eight hours shall elapse after such second conviction without the abatement of such nuisance, such holder of such house or other person residing or being therein as aforesaid, shall for such third offence pay any sum not less than ten pounds nor more than fifty pounds.

Boiling-down Establishments, &c.

40. Any manufacture, trade, calling or occupation, in the conducting, following, or carrying on of which, or in consequence of, or in connection therewith, or from the premises where the same is conducted, followed, or carried on, any gas, vapour, or effluvia, or any large quantities of smoke shall be evolved or discharged, which gas, vapour, effluvia, or smoke shall be calculated to injure animal or vegetable life, or the boiling down or steaming of a carcass or part of a carcass of any animal, slaughter-house refuse, offal, bones, or the keeping of stacked bones under ammoniacal process, or the letting off of any liquid, steam, or vapour from any boiling-down whereby any such manufacture, trade, calling, operation, steaming, boiling down of any carcass, part of a carcass, refuse, offal, the letting off of any gas, liquid, steam, or effluvia from bones, or other vapour emanating from any process, liquid, or decomposed matter or substance whatsoever, shall cause an offensive smell, or in any other way to injure or be a nuisance to the inhabitants or to any portion of the inhabitants of the said Borough, or to people passing through the said Borough, shall be considered a noisome and offensive trade within the meaning of those By-laws; and, generally, anything that by definition of law can be held or construed to be a nuisance within the meaning of the Municipal Act of 1867, or otherwise according to the principles of common law on which the Municipal law is based, shall be deemed a nuisance, and it shall be in the power of the Council to cause inquiry, and the Inspector of Nuisances, or other officer appointed by the Council for that purpose, may take legal proceedings for the abatement of the same, and the party or parties offending therein, for every such offence as aforesaid, shall be liable to any penalty not exceeding twenty pounds nor less than five pounds.

Boiling-down, hog-sties, &c., Council may indict.

41. In case any boiling-down, privy, hog-sty, sink, cesspool yard or enclosure, or any matter or thing which shall at any time be in any place within the said Borough shall be or become a nuisance, it shall be lawful for the Council, after due investigation, by notice in writing, to order the removal of the said nuisance within seven days after such notice shall have been given to the owner or occupier of the premises wherein such nuisance is situated, or shall have been left for such owner or occupier at his or her last or usual place of abode, or on the said premises, and every such owner or occupier refusing or neglecting to remove or abate such nuisance pursuant to such notice and to the satisfaction of the Council, shall forfeit and pay any sum not exceeding twenty pounds nor less than five pounds.

PART IV.

Erection of house, fee for permission, &c.

1. No person shall be permitted to erect any house, shop, or other building, in any street, lane, or place within the said Borough, without first serving seven days notice in writing on the Mayor or Council Clerk before commencing the same, stating his intention, and describing the proposed situation of the building or erection; and every owner of, and every contractor for, such house, shop, or other building, or any part thereof, commencing to build or work thereon without such notice having been given, and shall at the time the said notice is given as aforesaid, pay unto the Council Clerk a fee of five shillings for permission to erect any fence or any such house, shop, coach-house, stables, or other detached buildings to be so erected on any premises, street, lane, or other place within the said Borough, shall forfeit and pay for every such offence any sum not exceeding forty shillings nor less than five shillings.

Pipes, gutters, &c.

2. It shall not be lawful for any person to carry by means of pipes, gutters, or other contrivances, any rain water from the roof of his or her premises or house upon any of the foot-ways of any street or public place within the said Borough, and any owner or occupier of any such house or premises who shall neglect or refuse to remedy or remove any such pipes, gutters, or contrivances when required to do so by any officer of the said Council, shall on conviction forfeit and pay any sum not exceeding two pounds nor less than five shillings: Provided that the owner or occupier of any such premises or house may convey any such rain water by means of pipes laid under the surface of any such foot-ways into the gutter adjoining the same, subject to the approval of the Improvement Committee.

Private drains, &c.

3. It shall not be lawful for any person without notice to the Council, or otherwise according to such plans and directions as such Council may make and give, to make or branch any private drain or sewer into any of the public drains or sewers, or into any drain or sewer communicating therewith, and in case any person or persons shall make or branch any private drain or sewer into any of the said drains or sewers, or into any drain or sewer communicating or to communicate therewith, without such notice or otherwise than as aforesaid, every person so offending shall for every such offence forfeit and pay any sum not exceeding fifty pounds nor less than two pounds.

Drains to be kept clean.

4. All drains or sewers communicating with any public drain or sewer shall from time to time be repaired and cleansed under the inspection and direction of the Council, at the costs and charges of the occupiers of the houses, buildings, lands, and premises to which the said private sewers or drains shall respectively belong, and in case any person shall neglect to repair and cleanse, or cause any such private drains or sewers to be repaired and cleansed according to the direction of the said Council, he or she shall forfeit and pay for every such offence any sum not exceeding five pounds nor less than one pound.

Storm water overflowing on pathways, &c.

5. Every owner or occupier of land in, adjoining to, or near to any street, if such land shall be so situated that surface or storm water from or upon the same shall overflow, or shall tend

naturally, if not otherwise discharged, to overflow any foot-way of any such street, shall within seven days next after the service of notice by the Council for that purpose, construct and lay from such point upon such land, being near to the foot-way as shall be specified in such notice by plan appended or otherwise, and higher in level than the bottom of the channel at the outer edge of the foot-way, to the said channel, and through, under, and transversely to the foot-way, and keep in good condition a good and sufficient covered drain or trunk, subject to the inspection of the Council or its proper officers, and in default of compliance with any such notice within the period aforesaid, or with the provisions of this section, such owner or occupier shall forfeit and pay a sum not exceeding five pounds nor less than forty shillings. And if within seven days after such conviction such owner or occupier shall still have failed to comply with such notice or otherwise in default as aforesaid, he or she shall forfeit and pay any sum not less than one pound nor more than ten pounds, and for every further such offence he shall forfeit and pay any sum not less than two pounds nor more than twenty pounds. And every such owner or occupier who shall still have made default as aforesaid for more than seven days after such second or any future conviction, shall be held guilty of a further offence within the meaning of this section.

Horses fastened to back or sides of vehicles, &c.

6. Any person who shall fasten, tie, or allow to be fastened or tied, any horse or horses to the back or sides of any dray, cart, or other vehicle, while moving or otherwise in any street, road, or public place within the said Borough, shall forfeit and pay any sum not exceeding two pounds nor less than five shillings for every such horse so fastened or tied as aforesaid, and for every subsequent offence any sum not exceeding five pounds nor less than ten shillings; and the person found in charge of such horses, dray, cart, or other vehicle, shall be the person against whom proceedings shall be taken under these By-laws.

PART V.

Interfering with officer.

Any person or persons who shall obstruct any officer of the said Council while in the performance of his duty, or who shall interfere with any officer of the said Council doing, or performing, or going to perform, or returning from the performance of any duty or act under these By-laws, by using any threats, offensive language, hindrance, or insulting language towards the said officer, in any street, road, or other place within the said Borough, shall forfeit and pay for every such offence a penalty not exceeding twenty pounds nor less than two pounds.

Construction of Terms.

In the construction of the foregoing By-laws the provisions of the Act 16 Victoria No. 1 shall be applied so far as the same may be applicable.

Made and passed by the Council of the Borough of Alexandria, in Council assembled, this 24th day of August, 1881.

(L.S.) CHARLES B. HENDERSON.

Mayor.

JAS. JONES, Council Clerk.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(BOROUGH OF VICTORIA.—AMENDED BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 153.Colonial Secretary's Office,
Sydney, 24th November, 1881.

BOROUGH OF VICTORIA—AMENDED BY-LAWS.

THE following amended By-laws made by the Council of the Borough of Victoria, relating to the public wharf at Blue's Point, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the "Municipalities Act of 1867."

HENRY PARKES.

BOROUGH OF VICTORIA.

BY-LAW the better to enable the Municipal Council of the Borough of Victoria to regulate control and manage the Public Wharf at Blue's Point, to repeal and amend existing By-law in relation to the same, to provide for the leasing of portions of the said wharf and the tolls to be collected in respect thereof. It is hereby ordered by the Municipal Council of the Borough of Victoria,—

Repeal of existing By-law.

1. The By-law made and passed by the Council on the 4th day of October, 1876, and published in a supplement of the Government Gazette, No. 458, bearing date December 21st, 1876, is hereby repealed.

Division of Wharf into Sections.

2. The wharf shall be divided into two sections, with a road 30 feet wide running north and south, the entire length of the wharf between the two sections. Section No. 1 shall consist of the water frontage, and section No. 2 shall consist of that portion of the wharf at the back of and fronting the road before mentioned.

Subdivision of Sections.

3. Section No. 1 shall be divided into two lots. Lot No. 1 shall consist of 100 feet frontage at the northern end of the wharf, and lot No. 2 shall consist of all the residuc of the section. Section No. 2 shall be divided into four lots; lots 1, 2, and 3 shall each have a frontage of 33 feet to the road hereinbefore mentioned, and lot No. 4 shall consist of all the residuc of the section, lot 1 commencing at the southern end of wharf.

Uses of such Subdivisions.

Lot 1, section 1, shall be reserved and appropriated for and to the use of licensed watermen and the owners of ferry boats, for the purpose of landing or taking off passengers, and the landing or taking off vehicles, horses, carts, drays, &c. Lot No. 2, section 1, shall be reserved and appropriated for

the loading and unloading of colonial produce and general merchandise. Lots 1, 2, and 3, section 2, shall be reserved and appropriated to the storage of coals, coke, wood, or other merchandise, and lot 4, section 2, shall be reserved for the use of the Council.

Leasing of Portions.

5. The Council may lease any one or more of the lots for a period of one or more years by tender, open to public competition, and upon conditions to be approved of by his Excellency the Governor and Executive Council.

Fees and Tolls.

6. The wharfinger shall be entitled to demand and receive the fees and tolls set out in Schedule A hereto from all persons using any portion of lot 2, section 1, of the said wharf.

Charge for goods detained on the wharf.

7. All articles landed at or upon any portion of lot 2 section 1 of the said wharf shall be removed therefrom within forty-eight hours after being landed, and any articles or materials remaining upon the said wharf for a longer period than the said forty-eight hours, the owner of such articles or materials shall pay a charge in respect of same as set out in Schedule B hereto, for every forty-eight hours, or part of forty-eight hours, beyond the time allowed for their removal, in addition to the charges set out in Schedule A hereto.

Appointment of wharfinger or wharfingers.

8. The Council shall and may from time to time, as it shall deem advisable, appoint a wharfinger or wharfingers, to control and manage the wharf, and such wharfinger or wharfingers, from time to time to suspend or remove, and such wharfinger or wharfingers shall have power to, and he and they are hereby authorised and required to, keep good order upon the wharf and every part thereof, and to remove all disorderly persons therefrom, and to deliver such person or persons into the custody of any constable.

Road to be kept clear

9. No person shall place, suffer, or permit to be placed, or remain upon the road hereinbefore mentioned, any coals, coke, wood, merchandise, or any goods whatsoever, and no horse, dray, cart, or other vehicle, shall obstruct the said road, or remain thereon longer than may be necessary to pass or re-pass to or from any of the respective lots.

Vessels not to make fast to wharf, &c.

10. No ship, steamboat, or other vessel shall be allowed to make fast to or remain alongside, except while actually loading or unloading cargo, or landing or taking off passengers, and no owner or master of any such ship, steamboat, or other vessel shall suffer or allow any such vessel to remain alongside the wharf longer than may be necessary to load or unload cargo, or to land or take off passengers.

Against improper use of wharf, &c.

11. Any master or other person in charge of any ship, steamboat, or other vessel, or any other person who shall by improper use, carelessness, or negligence cause any damage to the wharf, shall, upon demand, pay the costs of such damages, and if such damage shall be done wilfully or maliciously then any such master or other person so offending shall pay, in addition to such costs, a penalty of not more than five pounds and not less than one pound.

Regulations as to carts, drays, vehicles, &c.

12. No dray, cart, or other vehicle, drawn by one or more horses or other animals, shall be allowed to remain on the wharf longer than may be necessary for loading or unloading, or taking up and setting down passengers, and all such drays, carts, or other vehicles, when so loading or unloading or taking up and setting down passengers, shall be placed between parallel lines bearing north and south, and no such vehicle, horse, or horses, or other animals, or any saddle horse or saddle horses shall at any time be left upon the wharf or entrance thereto unless in charge of a person competent to manage the same.

Goods not to be left on wharf.

13. No goods, merchandise, produce, butchers' meat, or live stock, for shipment, shall be allowed on the wharf until a vessel is ready to receive the same, and all goods, merchandise, produce, butchers' meat, or live stock, landed from any vessel, shall be so placed as not to interfere with the general use of the wharf, and shall in all cases be immediately removed therefrom by the owner, or in default by the Council, and all expenses attending such removal by the Council shall become a charge upon the goods so removed.

Penalties.

14. Every person who shall commit any breach of or offend any section or part of this By-law shall, for every such breach or offence, forfeit and pay any sum not exceeding five pounds, to be recovered by summary jurisdiction, before any two Justices of the Peace.

Made and passed by the Municipal Council of Victoria,
this twelfth day of September, 1881.

(L.S.) FREDERICK SMITH,
Mayor.

WALTER G WILLINGTON,
Council Clerk.

SCHEDULE A.

A scale of dues to be paid for goods landed at or shipped from the public wharf, Blue's Point.

	s. d.
Wool, per bale	0 6
Sheet bark, per doz., or less quantity	1 0
Tanner's bark, per ton	1 6
Beef, mutton or pork, per tierce or cask	0 6
Beef, per carcase, or less quantity	0 6
Mutton or pork, per carcase, or less quantity	0 3
Bricks, per 1,000	2 6
Tiles and slates, per 1,000	1 6
Brooms, per doz.,	0 3
Cheese, butter, and lard, per cwt., or less quantity ...	0 3
Grain, per bushel	0 1
Sawn timber and timber in logs, per 1,000 feet	1 6
Flour, per ton	1 0
Hides, each	0 1
Laths and shingles, per 1,000	0 6
Pigs, each	0 3
Sheep, each	0 2
Horses and horned cattle, each head	1 0
Hay, per ton	1 6
Salt, per ton	1 0
Coals, per ton	0 6
Poultry, per doz.	0 3
Firewood, per ton	1 0
Potatoes or other vegetables, per ton	1 0
Lime, charcoal, or ashes, per bushel	0 0½
Posts and rails, per 100	1 0
Palings, per 100	0 3
Road metal, per ton	0 6
All unmentioned articles, per ton	1 0

SCHEDULE B.

Scale of charges for goods detained at the public wharf, Blue's Point, for each forty-eight hours or part of forty-eight hours.

	s. d.
Wool, per bale	0 1
Sheet bark, per doz., or less quantity	0 1
Tanner's bark, per ton	0 3
Beef, mutton, or pork, per tierce or cask	0 1
Beef, per carcase, or less quantity	0 1
Mutton or pork, per carcase, or less quantity	0 1
Bricks, tiles, and slates, per 1,000	0 6
Brooms, per doz.	0 1
Cheese, butter, and lard, per cwt.	0 1
Grain per bushel	0 0½
Sawn timber and timber in logs, per 1,000 feet	0 6
Flour, per ton	0 3
Hides, each	0 0½
Laths and shingles, per 1,000	0 3
Pigs, each	0 1
Sheep, each	0 1
Horses and horned cattle, per head	0 6
Hay, per ton	0 3
Salt, per ton	0 3
Coals, per ton	0 3
Poultry, per doz.	0 1
Firewood, per ton	0 3
Potatoes and other vegetables, per ton	0 3
Lime, charcoal, or ashes, per bushel	0 0½
Posts and rails, per 100	0 3
Palings, per 100	0 1
Road metal	0 2
All unmentioned articles, per ton	0 3

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF CARCOAR—AMENDED BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 23rd April, 1881.

THE following amended By-laws made by the Council of the Municipal District of Carcoar for regulating their own proceedings; for the collection and enforcement of rates; for preventing and extinguishing fires; for the suppression of nuisances; and for the care and management of public roads and streets, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

HENRY PARKES.

MUNICIPAL DISTRICT OF CARCOAR.

AMENDED BY-LAWS.

BY-LAWS for regulating the proceedings of the Council of the Municipal District of Carcoar; for the collection and enforcement of rates; for preventing and extinguishing fires; for the suppression of nuisances; and for the care and management of the public roads and streets.

1. All existing By-laws are hereby repealed.

General Duties of the Mayor or presiding Alderman.

2. The Mayor, presiding Alderman, or Chairman, at any Committee Meeting shall preserve order, and his ruling upon all matters shall be final, and no argument or discussion shall ensue thereon; but he shall state his reasons for such decision.

3. The Mayor, presiding Alderman, or Chairman, shall put all questions, and declare the sense of the Council or Committee thereon.

4. The Mayor, presiding Alderman, or Chairman, shall decide as to pre-audience of members where two or more desire to speak, and may call any member to order for refusing to comply with his decision, or speaking a second time upon the subject unless in explanation.

5. Every Alderman introducing a motion shall have the right of reply, and of speaking once on every amendment.

6. Every motion duly put and seconded, shall be put first in the affirmative and then in the negative, and the Mayor, presiding Alderman, or Chairman may, if he thinks fit, call upon the members to divide, in order that the correct sense of the meeting may be ascertained.

7. The Council shall meet for the despatch of business at 7-30 o'clock p.m. on every alternate Tuesday; but when such day shall be a holiday, the Mayor shall appoint such other day for holding the meeting as he may think fit, not exceeding four days earlier or later than the said holiday.

8. In the event of a quorum not being present within half-an hour after the time appointed for such meeting of the Council, the names of the Aldermen present shall be taken down and entered into the minute-book by the Council Clerk.

9. Every Alderman being absent from three consecutive meetings of the Council, shall be liable to a fine of five shillings sterling, for every successive meeting thereafter until he resume his attendance; and all such fines and penalties so incurred shall be paid to the Council Clerk within ten days after the person so fined shall have received, or had left at his residence, a notice of such fine; and in case of default, the Mayor shall enforce the payment thereof under the provisions of the Municipalities Act of 1867. All such fines to be carried to the credit of the Council funds.

Order of Business.

10. The minutes of the last meeting shall be read, and if no objection be taken as to their correctness, the Mayor or presiding Alderman shall thereupon sign the same; but if any objection be made as to their correctness, or any part thereof, the question shall be put to the Council, and if the Council shall so decide, the alteration shall be made, and such alteration shall be signed in the margin by the Mayor or presiding Alderman, and the Council Clerk.

11. After the confirmation of the minutes of the preceding meeting, the order of business shall be as follows:—

Reading of correspondence.

The presentation of Petitions.

Reports of Committees.

Motions of which notices have been given.

Questions of which notice have been given at the last meeting of the Council.

Business may be dealt with out of regular order.

12. Provided it shall be competent to the Council at any time by resolution, without notice, to entertain any particular motion, or to deal with any particular matter of business out of its regular order on the business paper, without any formal suspension of this section; also and in like manner to direct that any particular motion or matter of business shall have precedence at a future meeting.

Conduct of business

13. Every Alderman shall stand while speaking, and shall address the Mayor or Chairman.

14. Every Alderman shall confine his remarks to the subject before the Council.

15. No Alderman shall make any remarks of an offensive or personal nature upon any Alderman or officer of the Council.

16. No member shall speak longer than ten minutes, nor more than once on any subject under debate, except it be the mover of any motion, who shall have the right of reply, and he shall not speak for a longer period than twenty minutes unless by consent of the Council previously obtained.

17. A debate by motion may be adjourned at any time.

18. All petitions shall be presented by an Alderman, and read by him to the Council, and no petition shall be received unless its reception be moved, seconded, and carried.

19. All notices of motion shall be in writing, signed by the mover, and delivered to the Council Clerk two clear days before the day of meeting.

Absence of proposed mover.

20. No motion, of which notice shall have been entered on the business paper, shall, as hereinafter provided, be proceeded with in the absence of the Alderman by whom such notice shall have been given, unless by some other Alderman producing a written authority for that purpose from such first-named Alderman.

21. The Council shall vote by show of hands, and every Alderman present shall be compelled to vote, excepting the Mayor or Chairman.

22. No member shall interrupt another while speaking by any acclamation or other expressions of approval or dissent.

23. No motion in Council shall be discussed unless and until it be seconded.

24. When a motion in Council shall have been made and seconded, any Alderman shall be at liberty to move an amendment thereon; but no such amendment shall be discussed unless and until it be seconded. No motion or amendment shall be discussed until it shall have been reduced into writing. No second or subsequent amendment shall be taken into consideration until the previous amendment or amendments shall have been disposed of. If an amendment be carried the question as amended thereby shall become itself the question before the Council, whereupon any further amendment upon such question may be moved. If any amendment, either upon an original question, or upon any question amended as aforesaid, shall be negatived, then a further amendment may be moved to the question to which such first-mentioned amendment was moved, and so on, provided that not more than one question and one proposed amendment thereof shall be before the Council at one time.

25. No motion to rescind a resolution, or to affect it in any way, shall be put upon the business paper unless by consent of a majority at a call of the whole Council.

26. A call of the whole Council may be ordered by resolution.

27. Whenever any matter of order arises it shall be taken into consideration immediately, and upon a member rising to order he shall be heard, and the member who was speaking shall sit down until the question of order has been decided, but in case any Alderman called to order or requested to sit down refuses to obey the ruling of the Mayor or Chairman, he shall pay a fine of five shillings.

28. The Council Clerk shall make out a paper to be called the Business Paper, which shall contain all matters to be considered, and all such papers shall be filed and become records of the Council.

29. All such business papers shall be endorsed in the margin by the Mayor or Chairman, specifying the manner in which each matter has been disposed of.

Committees.

30. There shall be four permanent Committees, viz.:—The Finance, the By-law, the Works, and the Committee for General Purposes, and all reports of Committees shall be signed by the chairman.

31. No expenses shall be incurred until the probable cost is first ascertained.

32. The Mayor may in cases of an emergency authorize the expenditure of any sum not exceeding five pounds, and by request of not less than three Aldermen, given him in writing, under their signatures, may for a like reason authorize the expenditure of a sum not exceeding ten pounds, but no further expenditure shall be permitted until the Council shall have met and approved of the outlay.

Officers and Servants.

Notice to Candidates.

33. No appointment to any permanent office at the disposal of the Council shall take place until notice shall have been given by advertisement in the local newspaper inviting applications from qualified candidates for the same. The salary or allowance attached to the office shall in every case be fixed before such advertisement is published, and shall be stated in such advertisement.

Collection of rates.

34. All rates made by the Council may be paid half-yearly, viz., within fourteen days after the expiration of the thirty days allowed by law, and the balance within six months thereafter in each year, and shall be paid to the Council Clerk at his office during office hours.

35. The Council Clerk shall at the expiration of the dates before mentioned lay before the Council a list of all persons whose rates are in arrear.

36. The Mayor shall take immediate steps to enforce payment of all rates due as aforesaid, either by summons or distress warrant, by resolution of the Council.

37. The Council may appoint a Bailiff who shall make all levies of distresses for the recovery of any rates under the warrant of the Mayor according to Schedule A hereto annexed.

38. The Bailiff shall be paid for all levies, entries, distresses, and warrants made under these By-laws according to the Schedule B hereto annexed.

39. The Bailiff shall find sureties to the satisfaction of the Mayor to the extent of twenty-five pounds for the faithful performance of his duty.

40. The Bailiff shall at the time of making any distress make an inventory of all goods, live stock, land, houses, or other property, and shall deliver a copy thereof to the owner of the property, or goods so distrained thereon, or the occupier thereof, or to some person on his or her behalf, or in the absence of any such owner or occupier, then such inventory shall be posted on some part of the premises, and a like copy shall be delivered to the Council Clerk.

41. It shall be lawful for any bailiff and such assistant as he may require, to enter into and upon any land, buildings, or other property, in respect of which a warrant has been issued for the recovery of rates as aforesaid, and to distrain goods therein and thereon, and to remain in charge of such building or other property; and if the sum for which such distress shall have been made or taken be not paid on or before the expiration of five days it shall be lawful to sell the said goods or any part thereof by public auction, either on the premises or at any other place within the Municipal District of Carcarr; and the surplus if any, that may remain after deducting the costs in addition to the sum distrained for, shall be paid over to the owner of the goods so sold.

42. The Bailiff shall within forty-eight hours after such sale deliver to the Council Clerk the proceeds thereof, as also the inventory of the effects so sold.

43. In the temporary absence of the Bailiff through illness or business, the Mayor may appoint a substitute.

Management of roads and streets.

44. Any person who shall erect any house or other building in any street, road, or lane, in the Municipal District of Carcarr without giving notice thereof in writing to the Council Clerk, describing the nature and situation of the intended erection, or who shall encroach beyond the building line in any road, street, or lane, under the control of the Council by the erection of houses, verandahs, steps, fences, or any other obstruction, or who shall after erecting such obstruction as aforesaid, not remove the same within fourteen days from the date of notice served on him to do so, shall forfeit and pay a penalty not exceeding £5.

Open spaces and steps adjoining footways to be enclosed under penalty.

45. Every owner or occupier of any house, building, or premises, or land within the said Municipality, having any entrance, area, garden, or other open space, or any vacant building lot, water-hole, or excavated space, adjoining the footway of any street or public place in such Municipality, shall protect and guard the same by good and sufficient rails, fences, or other enclosures, so as to prevent danger to persons passing and repassing; and every such owner or occupier of any such house, building, premises, or land, having any steps adjoining the footway of any such street, or public place, shall in like manner protect and guard the same by fences, rails, or other enclosure, so as to prevent the like danger to persons passing and repassing; and on the failure thereof of every such owner or occupier shall as often as he shall be convicted of such offence forfeit and pay a sum not being more than five pounds. And every such owner or occupier as aforesaid, who shall fail to erect such fences or other enclosures as aforesaid, shall be deemed guilty of a further offence against this By-law.

Wells to be covered over—penalty.

46. Every person who shall have a well situated between his or her dwelling-house, or the appurtenances thereof, and any road, street, or footway, within the limits of the said Municipality, or at the side of or in any yard or place open or exposed to such road, street, or footway, within the limits of the said Municipality, or at the side of or in any yard or place open or exposed to such road, street, or footway shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid shall fail to cover over and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the said Council

or shall have been left for such person at his or her usual or last known place of abode, or on the said premises, shall on conviction forfeit and pay a sum of ten shillings, and for every day after such notice that such well shall remain open or uncovered contrary to the provisions thereof, such person shall be deemed guilty of a separate offence against this By-law.

Temporary stoppage of traffic for repairs.

47. The Council or any officer or person acting under the authority of such Committee, may at any time cause the traffic of any street, lane, or thoroughfare, or any portion thereof, to be stopped for the purpose of repairing the same, or for any necessary purpose, and any person or persons offending against this By-law either by travelling on street, lane, or thoroughfare, or by removing or destroying any obstruction that may be placed thereon, for the purpose of suspending the traffic, shall forfeit and pay a penalty of any sum not exceeding five pounds for every such offence.

Drawing or trailing timber.

48. Any person who shall haul or draw or caused to be hauled or drawn upon any part of any street or public place within the said Municipality, any timber, stone, or other thing otherwise than upon wheeled vehicles or barrows, or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon any wheeled vehicle or barrow, to drag or trail upon any part of such street or public place, or to hang over any part of any such vehicle or barrow, so as to occupy or obstruct the street beyond the breadth of the said vehicle or barrow, shall upon conviction, forfeit and pay for every such offence a sum not more than forty shillings nor less than five shillings over and above the damage occasioned thereby.

49. All houses within the Municipality having frontages to a main thoroughfare where the footpath is formed, shall be sufficiently spouted with down piping to be laid under the footpath and kerb into the gutter, under a penalty not exceeding two pounds.

50. Any person who shall throw or deposit any rubbish, dead fowls, or animals of any description, rubbish, or offensive matter, into any road, street, lane, footpath, gutter, or any ground near to a public way, or shall wilfully or negligently do or cause to be done, any damage or injury to the kerb stones, gutters, or footpaths, or who shall lead, drive, ride, or cause to be lead, driven, or ridden, any horses, cattle, or other animals, or wheeled vehicles of any description on the footpaths, shall be liable to a penalty not exceeding five pounds.

51. No person shall be allowed to place any building materials on the footpaths, unless by the sanction of the Mayor in writing, countersigned by the Council Clerk; and any building materials so placed, or any open cutting or excavation shall be protected by two lights, to be kept burning from dark until daylight.

52. No person shall place on the footpath or in the gutter, any cart, barrow, goods, or produce of any kind to the obstruction of the public, under a penalty not exceeding two pounds.

53. Any person who shall negligently, carelessly, or furiously ride or drive through or upon any street or public place within the said Municipality, shall on conviction forfeit and pay a sum not exceeding five pounds.

Prevention of fires.

54. Any person who shall place or permit to be placed in or near any house, workshop, or other building fire, gunpowder, or combustible or inflammable material of any kind so as to endanger contiguous buildings, shall forfeit and pay a penalty not exceeding five pounds.

55. The Inspector of Nuisances shall, upon receiving a representation in writing that fire is being used or combustible matter stored to the danger of adjoining buildings, proceed to the premises complained of, and if he shall think necessary cause the danger to be removed immediately; and if not so removed, the party making such fire or storing such combustible matter, shall be liable to a penalty not exceeding five pounds.

56. No person residing within the Municipality, shall be allowed to permit his or her premises, closets, or drains, to be offensive to the neighbours.

57. Upon the reasonable complaint in writing, of any householder, that the house, premises, yards, closets, or drains of the neighbouring or adjoining premises are a nuisance or offensive, the Inspector of Nuisances or any other person appointed by the Council, shall make an inspection of the premises complained of; and the officer of the Council shall have full power without any other authority than this By-law, to go upon such premises for the aforesaid purpose.

Swine, &c., not to wander about the streets.

58. Any person who shall breed, feed, or keep any kind of swine in any house, yard, or enclosure, situate and being in or within forty yards of any street or public place within the Municipality, or shall suffer any kind of swine, or any horse, ass, cattle, mule, sheep, goat, or any other animal of the like nature, belonging to him or her, or under his or her charge, to

stray or go about, or be tethered or depastured in any street, road, or public place within the said Municipality, shall forfeit and pay for every such offence a sum not exceeding £2, and be made liable for damages.

59. In case any privy, hogstye, or any other matter or thing whatsoever, which shall at any time be or become a nuisance by causing unwholesome smells to arise within any part of this Municipality, it shall be lawful for any two Justices, upon complaint thereof by any person, to investigate such complaint, and to order that such privy, hogstye, boiling-down establishment, or other matter or thing, being a nuisance as aforesaid, to be cleansed, removed, or discontinued, as the case may be, within seven days after such order has been made, and notice given to the owner or occupier of the premises whereon such nuisance shall exist; and every such owner or occupier neglecting to remedy or remove such nuisance pursuant to such notice or order, and to the satisfaction of such Justices, shall forfeit and pay a sum of not exceeding ten pounds for every such neglect or disobedience; and also it shall be lawful for such Justices to indict, or cause to be indicted, for such nuisance such person or persons so neglecting or disobeying any such notice or order at the then next Court of General or Quarter Sessions, to be held nearest to the said Municipality, and the person or persons being found guilty shall be subject to such punishment and such further order as the Justices assembled at such sessions shall lawfully decide. Any person who shall wantonly and maliciously break or injure any lamp or lamp-post, or extinguish any lamp set up for public convenience in the said Municipality, shall over and above the necessary expense of repairing the same or injury committed, forfeit and pay for every such offence a sum not exceeding £5.

60. Every person who shall commit any of the following offences shall, on conviction for any and every such offence, forfeit and pay a penalty of not more than two pounds over and above any damage which may be sustained by the Council or any other person:—

Any person who shall sweep gravel from off the footpath into any gutter or roadway.

And every blacksmith, whitesmith, anchorsmith, nailmaker, metalfounder, limeburner, brickmaker, potter, or other person using a forge, furnace, or kiln, and having a door, window, or aperture, fronting or opening into or towards any street, lane, or passage, and not enclosing such door, or not fastening the shutters or other fastenings of such window, and closing such aperture, and placing a screen before the same every evening, within one hour after sunset, so as effectually to prevent the light from showing through the doorway, window, or aperture, next or upon such street, lane, or passage.

And every person who shall be the keeper of or have any dog or other animal which shall attack or endanger the life or limb of any person who may have the right of way or use of any private yard, alley, street, or any other place within the said Municipality.

And any person who shall bathe near or within view of any inhabited house, or of any public wharf, quay, bridge, street, road, or other place of public resort within the limits of the said Municipality, between the hours of seven in the morning and eight in the evening, shall on conviction forfeit and pay a sum not exceeding one pound for every such offence.

Noisome and offensive trades.

61. No person shall carry on any noisome or offensive trade within the said Municipality so as to injure or be a nuisance as hereinafter stated to the inhabitants thereof, any manufacture, trade, calling, or operation, in the conducting, following, or carrying on of which, or in consequence of, or in connection therewith, or from the premises where the same is conducted, followed, or carried on, any gas, vapour, or effluvia, or any large quantities of smoke, shall be evolved or discharged, which gas, vapour, effluvia, or smoke shall be calculated to injure animal or vegetable life, or in any other way to injure or be a nuisance to the inhabitants of the said Municipality, shall be considered a "noisome and offensive trade" within the meaning of these By-laws.

62. Upon the complaint in writing of any householder that any noisome or offensive trade is being so followed, conducted, or carried on in the vicinity of his or her residence or property as to injure his or her health, or the health of any member of his or her family, or to be a nuisance to such householder and to his or her family, the Inspector of Nuisances, or any other person or persons appointed by the Council, shall make an inspection of the premises where such trade is alleged to be so conducted, followed, or carried on as aforesaid, and of the premises or property of the complainant, and shall inquire into the grounds for such complaint, and shall report thereon to the said Council, and if the said Council shall, on the consideration of such report, or after any such further inquiry as may be deemed necessary, be of opinion that the said complaint is well founded, and that any manufacture, trade, calling, or operation so complained of, and so being conducted, followed, or carried on as aforesaid, is a "noisome or offensive trade" within the meaning

of these By-laws, notice shall be given to the person or persons conducting, following, or carrying on such trade, to cease and discontinue the same within such reasonable time, not being less than thirty days nor more than sixty days, as the said Council may direct, or so to conduct, follow, or carry on his, her, or their manufacture, trade, calling, or operation, as that within such reasonable time as aforesaid, the same shall wholly and permanently cease to be noisome or offensive with the meaning of these By-laws, either to the said complainant or to any other resident within the said Municipality, and if such trade shall not be discontinued as aforesaid, or shall not be so conducted that it shall wholly cease to be noisome or offensive as aforesaid, within the time named in such notice as aforesaid, any person conducting, following, or carrying on such trade as aforesaid, shall for the first offence forfeit and pay a sum not less than forty shillings nor more than five pounds, for a second offence a sum not less than five pounds nor more than twenty-five pounds, and for a third and every subsequent offence a sum not less than ten pounds nor more than fifty pounds.

63. The like proceeding shall be taken as aforesaid whenever there shall be a complaint as aforesaid, that any manufacture, trade, calling, or operation is about to be commenced or entered upon which is likely to prove "noisome or offensive" within the meaning of these By-laws, save and except the notice to be given as aforesaid, shall be given to the person or persons about to enter upon such manufacture, trade, calling, or operation, and shall require him, her, or them not to commence or enter upon the same, or take such measures as shall effectually prevent the same from becoming "noisome and offensive" within the meaning of these By-laws, to any resident within the Municipality. And any person who shall in such case commence, enter upon, or continue any such manufacture, trade, calling, or operation, so that the same shall in any way be "noisome or offensive," within the meaning of these By-laws, shall for every such offence forfeit and pay a sum not less than five pounds nor more than fifty pounds.

64. Service of any such notice as aforesaid upon the occupier or owner of any premises or land wherein or whereon any such manufacture, trade, calling, or operation is being conducted, followed, or carried on, or is about to be commenced or entered upon, or at the last known place of abode of such occupier or owner, or upon any person on the said premises or land, shall be a good and sufficient service of such notice for all the purposes of these By-laws. And every person who shall be actually engaged in superintending, directing, or managing, or shall be in any other way actually engaged or employed in any such manufacture, trade, calling, or operation as aforesaid, shall be liable to be regarded and treated as a person conducting, following, or carrying on such manufacture, trade, calling, or operation, within the meaning and for all the purposes of these By-laws.

65. Any person infringing any of these By-laws, the penalty for which is not herein stated, shall be liable to a penalty of not exceeding two pounds.

66. The Inspector of Nuisances, or other person appointed by the Council, may take legal proceedings against any person or persons committing any offence or offences against any of the By-laws of the said Borough.

67. Any person who shall assault, resist, or obstruct, or interfere with any officer or officers of the Council, or other person or persons doing or performing any duty or act under any of the By-laws of the said Borough, shall forfeit and pay a penalty not exceeding twenty pounds nor less than two pounds.

SCHEDULE A.

I, _____, Mayor of the Municipal District of Carcoar, do hereby authorize you _____, Bailiff of the said Municipal District, to distrain the goods and chattels in the dwelling-house, or in or upon the land and premises of _____, situate at _____, for the sum of _____, being the amount of Municipal rates due to the said Municipality to the day of _____, for the said dwelling-house, land, or premises, and to proceed thereon for the recovery of the said rates according to law.
Dated this _____ day of _____, 188 .
Mayor.

SCHEDULE B.

Fees of Bailiff.

For every warrant	3	6
For making every entry and inventory in the execution of a warrant.....	3	0
If in possession	5	0
For every other day or part of a day	6	0
And 5 per cent. on net amount of sale.		

Inventory.

I have this day in virtue of a warrant under the hand of the Mayor of the Municipal District of Carcoar, dated _____, distrained the following goods and chattels in the dwelling-house, or in or upon the land and premises of _____, situate within the said Municipality, for the sum of _____ being the amount of rates due to the said Municipality to the day of _____, 188 .
Bailiff.

Made and passed by the Council of the Municipal District of Carcoar, this 4th day of January, 1881.

(L.S.) B. STIMPSON,
Mayor.

J. O. DODD,
Council Clerk.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF MACDONALD TOWN—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 17th October, 1881.

MUNICIPAL DISTRICT OF MACDONALD TOWN.—BY-LAW.

THE following By-law, made by the Council of the Municipal District of Macdonald Town, under the 179th section of the Municipalities Act of 1867, for regulating the collection of tolls at a Toll-bar to be erected on the Erskineville Road, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the above cited Act.

HENRY PARKES.

BY-LAW made this day, September 5th, 1881, by the Council of Macdonald Town, in Committee, for the erection of a Toll-bar in Erskineville Road, in accordance with clause No. 179 of the Municipalities Act.—

Provideth, That the following is the Schedule of Tolls to be collected at the above Toll-bar, for the purpose of making and keeping in thorough repair the road on which such toll is erected and the streets adjacent thereto.

Scale of Rates to be collected at this Toll-bar :—	s.	d.
For every horse, sheep, goat, or pig	0	0½
For every ox or head of neat cattle	0	1
For every horse, mare, gelding, or mule	0	1
For every cart, dray, or other such vehicle with two wheels drawn by one horse or other animal	0	2
If drawn by two horses or other animals	0	3
And for every additional animal	0	1
For every wain, waggon, or other such carriage with four wheels drawn by two horses or other animals	0	4
For every additional horse or other animal drawing such carriage	0	1
For every gig, chaise, or other such carriage with two wheels drawn by one horse or other animal	0	3
If drawn by two horses or other animals.....	0	4
For every coach, chariot, or other such carriage with four wheels drawn by one horse or other animal.....	0	5
If drawn by two horses or other animals.....	0	6
And for every additional horse or other animal	0	1

(L.S.) J. HORSFALL,
Mayor.ROBT. CAUNTER, Council Clerk.
Macdonald Town Council Chambers, 16th September, 1881.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF YASS—BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 24th November, 1881.

MUNICIPAL DISTRICT OF YASS.—BY-LAW.

THE following By-law, made by the Council of the Municipal District of Yass, in substitution for the first of the existing By-laws of that Municipality, relating to the time of meeting of the Council, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, is published in accordance with the requirements of the Municipalities Act of 1867.

HENRY PARKES.

MUNICIPAL DISTRICT OF YASS.—BY-LAW.

THAT number one By-law be expunged, and that the following be substituted:—

The Council shall meet at the Chambers on every alternate Tuesday, at 7:30 p.m., or on such other day and time as the Council may from time to time appoint by resolution, unless such day shall be a public holiday, in which case the Council shall appoint some other day for the meeting.

Passed at a meeting of the Council of the Municipal District of Yass, held on the twenty-first day of October, 1881.

(L.S.) THOMAS COLLS,
Mayor.

JOHN HARPER, Council Clerk.

88884

1881.

NEW SOUTH WALES.

NUISANCES PREVENTION ACT, 1875.

(MUNICIPAL DISTRICT OF YASS—BY-LAWS.)

Presented to Parliament pursuant to Act 39 Vic. No. 14, sec. 18.

Colonial Secretary's Office,
Sydney, 21st September, 1881.

THE following By-laws, made by the Council of the Municipal District of Yass, for carrying into effect the provisions of the "Nuisances Prevention Act, 1875," having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the above cited Act.

HENRY PARKES.

MUNICIPAL DISTRICT OF YASS.

BY-LAWS for the Municipal District of Yass for carrying into effect the provisions of the "Nuisances Prevention Act, 1875."

1. Every person about to erect a closet or form a cesspit shall before he shall commence any such work give to the Town Clerk seven days' notice in writing of his intention, and of the proposed position of such closet or cesspit, and in default thereof, or in case of his commencing such work without such notice, he shall be liable to a penalty not exceeding ten pounds.
2. No closet shall be erected or cesspit formed except in such position as shall be approved of by the Council or by the Inspector of Nuisances or other officer appointed by the Council.
3. No cesspit shall be built under any dwelling-house, nor at a less distance than twelve feet therefrom, except in case of earth closets, nor in such position that the same cannot be emptied without the contents thereof being carried through any dwelling-house, and no cesspit shall be less than four feet long by three feet wide, internal measurement, nor of a less depth than four feet nor greater than five feet below the ground surface, and the walls and floor of every cesspit shall be built of brick or stone of a thickness of not less than nine inches, set in good mortar or cement, and plastered with cement not less than one inch thick, the floor to slope at least twelve inches towards the manhole, and the top of every cesspit shall not be less than six inches higher than the highest part of the ground immediately adjoining it.
4. Every closet shall be built with walls seven feet high, and shall not be less than three feet six inches wide, and four feet six inches long, and shall be provided with a door capable of being fastened from the inside, and shall have ventilating holes four and a half inches wide.
5. When two or more closets adjoin each other there shall be a brick or stone dividing wall of not less than four and a half inches in thickness between every two closets, and each wall shall extend from the bottom of the cesspit through the roof of the closet so as to effect a complete separation.
6. A separate closet shall be provided for every tenement and a breach of this By-law shall make the owners or occupiers of any premises upon which there shall be a joint closet, liable to a penalty not exceeding five pounds.
7. In dwelling-houses where the number of persons who shall ordinarily sleep therein shall exceed twelve, the capacity of the cesspit shall be increased by four cubic feet for every person beyond the number of twelve, or else a separate closet shall be provided for every twelve persons or fraction of twelve.
8. In schools or in factories or other places of business where a number of persons exceeding twelve shall reside or be occupied or employed, one closet shall be provided for every twenty persons with a cesspit of a capacity of not less than eighty cubic feet, and separate closets shall be provided for each sex.
9. If any alterations shall be requisite in the opinion of the Inspector of Nuisances or any other officer appointed by the Council in that behalf for preserving public health or decency in the case of any existing cesspit or closet, the owner or occupier of such premises shall receive twenty-one days' notice to remove or alter the same, and if he fail to do so and the Council shall adjudge such cesspit or closet to be either injurious to the health or opposed to decency by exposure or otherwise, the same shall be altered by such Inspector of Nuisances or other officer, and the cost of such alteration shall be paid by the owner or occupier of the premises wherein the same shall be.
10. The place of deposit for night soil shall be in such locality as may be from time to time determined upon by the Council, and no night soil shall be deposited in any other locality within the Municipality except as allowed by By-laws 16 and 17.
11. Until otherwise provided by the Council, all night soil shall be removed from cesspits by the servants of or contractors with the Council, in water-tight covered vehicles, between the hours of eleven o'clock in the evening and five o'clock in the morning.
12. Until and unless otherwise provided by the Council, all night soil shall be disposed of by burying it in the earth.
13. In case the Council shall sell or give away any night soil, the same shall be removed in the same manner as above provided, and on being removed from the vehicles in which it is

carried, it shall be deodorized by chemicals or in some other manner, or covered with earth so as to prevent any offensive smell arising therefrom.

14. The Inspector of Nuisances or other officer appointed by the Council may visit and inspect any premises or do any work authorized by the "Nuisances Prevention Act of 1875" on all days, except Sundays and public holidays, between the hours of ten o'clock in the morning and four o'clock in the evening.

15. Any person desirous of erecting an earth closet shall be at liberty to do so after giving notice of his intention to the Inspector of Nuisances or other officer appointed by the Council, but all night-soil shall be removed therefrom once in four days, and if such cesspit shall be within any dwelling, once within twenty-four hours or oftener, and buried in the earth.

16. Every person shall be at liberty to use on his own premises all night-soil collected thereon, but if any nuisance shall arise therefrom he shall be liable to a penalty not exceeding five pounds.

17. No person shall be at liberty without the permission of the Council or of the Inspector of Nuisances or other officer appointed in that behalf, to use on his premises any night-soil brought from elsewhere.

18. The owner or occupier of any house, building, passage, yard, or premises within this Municipality shall cause the yard and ground adjoining or belonging thereto, as well as all drains in connection therewith, to be kept in a cleanly condition, and so as not to be a nuisance or injurious to health.

19. Any person allowing night-soil from any closet to fall into any street, right-of-way, water-channel, gutter, creek, river, or reservoir, or in any other public place, or wilfully allowing filth of any kind or accumulation thereof, or any substance or

substances from which noxious effluvia arises, to remain upon his premises, shall forfeit and pay a sum not exceeding twenty pounds, nor less than two pounds.

20. If at any time the cesspit in any premises shall overflow or cease to be watertight, the owner or occupier shall within twenty-four hours give notice to the Inspector of Nuisances, otherwise such owner or occupier shall be liable to a penalty not exceeding ten pounds.

21. The Council may recover, and the owner or occupier of the premises shall pay, such sums for the emptying of cesspits as may be decided upon from time to time by resolution of the Council.

22. The owner or occupier of any premises within the Municipality, or any other person who shall have or erect upon his premises any closet or cesspit otherwise than in accordance with these By-laws, or who shall refuse or neglect to comply with the provisions of any of the preceding By-laws, or who shall commit any breach thereof, shall (in cases where no special penalty is provided) forfeit and pay a penalty not exceeding five pounds.

23. All words occurring in these By-laws, and which also occur in the "Nuisances Prevention Act of 1875" shall have the like meanings assigned to them as are provided in the fourth section of the same Act.

Passed at a meeting of the Council of the Municipal District of Yass, held on the sixth day of May, 1881.

JOHN HARPER,
Council Clerk.

(L.S.) THOMAS COLLS,
Mayor.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF CASINO—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 24th November, 1881.

THE following By-laws made by the Council of the Municipal District of Casino, for regulating the proceedings of the Council and the duties of its officers and servants; for determining the times and modes of collecting and enforcing payment of rates; for preventing and extinguishing fires; for licensing public vehicles, &c.; for the care and management of streets; for preventing nuisances; for regulating the erection of buildings; for suppressing houses of ill-fame; and for generally maintaining the good rule and government of the Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the "Municipalities Act of 1867."

HENRY PARKES.

PART I.

Ordinary and Special Meetings.

1. The Council shall meet for the transaction of ordinary business on every alternate Wednesday, at 7-30 p.m., unless such day shall happen to be a public holiday; in the latter case the meeting shall be held on the day following. Special meetings may be called by the Mayor, or in his absence by any two Aldermen.

Election of Chairman in absence of Mayor—And adjournment for want of Quorum.

2. If at any meeting of the Council the Mayor be absent at the expiration of twenty minutes after the time appointed for holding such meeting, the Aldermen then present shall proceed to elect from among themselves a Chairman for such meeting. Whenever there shall be an adjournment for want of a quorum, the names of the members present shall be taken down and recorded in the Minute Book.

Business of Ordinary Meetings.

3. The following shall be the order of business of all meetings of the Council other than Special Meetings:—

- 1st. The minutes of last meeting to be read and corrected (if erroneous), and confirmed, and signed by the Mayor or other Chairman.
- 2nd. Questions and complaints.
- 3rd. Petitions (if any) to be read and dealt with.
- 4th. Statement of accounts.
- 5th. Correspondence.
- 6th. Reports from Committees, Minutes from Mayor (if any) to be presented and ordered upon.
- 7th. Adjourned motions and motions of which notice has been given.

8th. Orders of the Day to be disposed of as they stand on the business paper. Provided that the Council may by resolution without notice entertain any particular motion out of its regular order on the business paper, and may in like manner direct that any particular motion or matter of business shall have precedence at future meetings.

9th. Such other business as may lawfully be brought before the Council.

Business paper—Ordinary Meetings.

4. The business paper of every Ordinary Meeting of the Council shall be made up by the Council Clerk or substitute, and delivered to the Mayor and Aldermen, or left at their respective residences, at least twenty-four hours before the time appointed for such meeting. Provided that the Mayor or any Alderman shall not reside within half a mile of the Council Chambers the notice may be posted.

Business at Special Meetings.

5. At Special Meetings of the Council, the business, after the minutes shall have been read and verified, which shall be done in the same manner as at Ordinary Meetings, shall be in such order as the Mayor or Alderman at whose instance such meeting shall have been called may have directed; the business paper for such meeting shall contain only such matters as shall have been specially ordered to be entered thereon by the Mayor or Alderman calling such meeting.

Business paper—how prepared.

6. The business paper for every meeting of the Council, other than a special meeting, shall be made up by the Council Clerk or substitute, not less than one nor more than three days before the day appointed for the meeting; he shall enter on such business paper a copy of every notice of motion, and of every requisition or order as to business proposed to be transacted at such meeting which he shall have received or shall have been required or directed so to enter. Every such entry shall be made in the same order as such notice, requisition, or direction shall have been received.

Notices of Motion and Requisitions.

7. All notices of motion and all requisitions from Aldermen and directions from the Mayor as to the entry of any particular matters of business for the consideration of the Council at its then next or any future meeting, shall be numbered by the Council Clerk as they are received, and each such notice or requisition shall be preserved by such clerk until after the matter to which it relates shall have been disposed of, and the record in the minute book of the manner in which such matters have been disposed of shall have been duly verified as required by "Part 3" of these By-laws. Provided, however, that the person giving or forwarding any such notice of motion, requisition or direction to the Council Clerk, shall be at liberty to withdraw the same any time before the making of the business papers.

8. After the business paper shall have been made up as aforesaid, all the said notices of motion, requisitions, and directions as to which entries have been made thereon shall be the property of the Council, and shall not be withdrawn, altered or amended without leave having been first obtained from the Council for such withdrawal, alteration, or amendment.

Motions and Amendments.

9. Except by leave of the Council, motions shall be moved in the order in which they stand on the business paper, and if not so moved or postponed shall be struck from such business paper and be considered to have lapsed.

10. No motion of which notice shall have been entered on the business paper shall be proceeded with in the absence of the Alderman by whom such notice shall have been given unless by some other Alderman producing a written authority for that purpose from such first-named Alderman.

11. No motion in Council shall be discussed unless and until it be seconded.

12. When a motion in Council shall have been made and seconded, any Alderman shall be at liberty to move an amendment thereon, but no such amendment shall be discussed unless and until it be seconded.

13. No motion or amendment shall be discussed until it shall have been reduced into writing.

14. No second or subsequent amendment shall be taken into consideration until the previous amendment or amendments shall have been disposed of.

15. If any amendments be carried, the question as amended thereby shall become itself the question, and the Council shall to all intents and purposes be bound by such amendment as if it were the original question.

16. If any amendment either upon the original question or upon any question amended as aforesaid shall be negatived, then a further amendment may be moved to the question to which such first-mentioned amendment was moved and so on: Provided that not more than one question and one proposed amendment thereof shall be before the Council at any one time.

17. No discussion shall be permitted upon any motion for adjournment of the Council, and if upon the question being put on any such motion the same be negatived the subject then under consideration, or the next in order on the business paper, or any other such paper that may be allowed precedence, shall be discussed before any subsequent motion for adjournment shall be receivable.

Orders of the day.

18. The orders of the day shall consist of any matters other than notices of motion which the Council shall at any previous meeting thereof have directed to be taken into consideration, or which the Mayor or any Committee of the Council shall have directed to be entered on the business paper for consideration.

How they are to be dealt with.

19. The Alderman who has the charge of or who has previously moved in reference to that particular business to which any such order relates shall be the person called upon to move: Provided that the Mayor may, as to any order of the day entered by his direction, move the same.

Petitions.

20. It shall be incumbent on every Alderman presenting a petition to acquaint himself with the contents thereof, and to ascertain that it does not contain language disrespectful to the Council, the nature and prayer of every such petition shall be stated to the Council by the Alderman presenting the same.

Petitions may be received at once and dealt with.

21. The Council may at any meeting resolve without previous notice that any petition be received, and the same or any correspondence read may be referred to a committee for report or the request therein granted.

Correspondence.

22. The Mayor shall have the same duty in reference to letters addressed to the Council before directing the same to be read as by section 20 of this Part of these By-laws is imposed upon Aldermen presenting petitions. The Mayor shall direct as to the order in which correspondence shall be presented or read by any Alderman. If the Mayor be absent and shall not

have examined any such letters addressed to the Council, or have given such directions as aforesaid, then the duties imposed by this section shall devolve upon the presiding Alderman.

23. No discussion shall be permitted in reference to any letters which have been written or sent by the Mayor or by any officer of the Council, and copies of which may be read to such Council: Provided, however, that any notice of motion consistent with good order may be entertained with reference to any letters addressed to the Council which the Mayor or presiding Alderman may not have ordered to be read as aforesaid.

Reports from Committees.

24. Every report from a committee shall be in writing, and signed by the Chairman of such Committee, or in his absence by some other member of the same.

Mayor's minutes.

25. The Mayor shall have the right of directing the attention of the Council to any matter or subject within its jurisdiction or official cognizance by minute in writing signed by him.

How reports are to be dealt with.

26. No motion shall, unless as hereinafter provided, be permissible on the presentation of a report from a Committee or a minute from the Mayor, except that the same be received, or that it be received and its consideration stand an order of the day for some future day: Provided, that if any Alderman shall give due notice in reference to any such report or minute, or if the consideration of any such report or minute shall have been entered among the orders of the day, such order of the day or such motion, if otherwise unobjectionable, may be moved and considered in due course, and whenever any such report or minute embodies any recommendation which cannot legally be carried out without due notice, and it is desirable that such report or minute should be ordered upon during the meeting of the Council at which such minute or report is presented, it shall be the duty of the Chairman or member of such committee signing such report, or of the Mayor, as the case may be, to give or transmit to the Council Clerk such notice of motion as will enable the Council Clerk to make the necessary entry on the business paper, and to give such due notice.

Questions and statements.

27. No question or statement shall be allowed to be put or made which is inconsistent with good order.

28. Sufficient notice of every question shall be given to the person who is expected to reply thereto to allow for the consideration of such reply, and, if necessary, to refer to other persons or to documents.

29. It shall not be compulsory upon any person questioned as aforesaid to answer the question so put to him.

30. Every such question must be put categorically, without any argument or statement of facts.

31. Every such statement must be made without argument.

32. No discussion shall be permitted as to any such question or as to any reply or refusal to reply thereto, or as to any such statement at the time when such question is put, or such reply or refusal to reply is given, or such statement is made: Provided, however, that nothing herein contained shall prevent the taking of any objections to any such question or statement being out of order, or shall prevent the discussion, after due notice as hereinbefore provided, of any matter properly arising out of or relating to any such question or reply or refusal to reply, or any such statement aforesaid.

Order of debate.

33. Every Alderman who shall make or second any motion, or shall propose or second any amendment, or shall take part in any debate or discussion, or shall put or reply to any question, or shall make any statement, or shall in any other way, or for any other purpose, address observations to the Council, shall while so doing stand up in his customary place (unless he shall be prevented from so doing by reason of some bodily infirmity) and shall address himself to the Mayor or other Chairman then presiding: Provided that in case of a question such question may by permission of such Mayor or chairman be put directly to the Alderman or officer to be questioned, and may be replied to in like manner, but in every such case the question so put and the answer thereto shall be subject to every legal objection on the ground of disorder or irrelevancy. And all members of the Council shall on all occasions when in such Council address and speak of each other by their official designations as Mayor, Chairman, or Alderman, as the case may be.

34. No Alderman shall be interrupted while thus speaking unless for the purpose of calling him to order as hereinafter provided.

No Alderman to speak twice on the same question or amendment except in Committees.

35. No Alderman shall speak twice on the same question unless in committee or in explanation where he shall have been misrepresented or misunderstood: Provided that any Alderman, although having previously spoken, may speak once on every amendment, and that the mover of every question shall always have a right of final reply.

36. An Alderman who has moved any motion or amendment shall be considered to have spoken thereon, but an Alderman who shall have seconded any such motion or amendment without any further observation than that he seconded the same shall be at liberty to speak on such motion or amendment.

No Alderman to make personal reflections.

37. No Alderman shall digress from the matter under discussion, or make personal reflections, or impute improper motives to any other Alderman.

No Alderman to speak more than ten minutes.

38. No Alderman shall speak upon any motion or amendment for a longer period than ten minutes without the consent of the Council.

Debates may be adjourned.

39. A debate may be adjourned to a later hour of the day, or to any other day specified, and the Alderman upon whose motion such debate shall have been so adjourned shall be entitled to pre-audience on the resumption of the same.

Priority of right in address.

40. If two or more Aldermen rise to speak at the same time the Mayor shall decide which of such Aldermen shall be first heard.

Aldermen may have the matter of discussion stated.

41. Any Alderman may request the question or matter under discussion to be read or stated for his information, or may require the production of any records of the Council bearing upon such question or matter which are readily accessible: Provided, however, that no such request or requisition shall be so made as to interrupt any other Alderman when speaking, or materially to interrupt the discussion; also, that if such request or requisition shall appear to the Mayor or Chairman not to have been made bona fide it shall not be complied with.

Questions of order.

42. The Mayor or Chairman shall preserve order, and his decision on disputed points of order or practice shall be final, except so far as the same may be questioned as in the manner hereinafter provided.

43. Every member of the Council who shall commit a breach of any section of this part of these By-laws, or who shall move or attempt to move any motion or amendment embodying any matter as to which this Council has no legal jurisdiction, or who shall in any other way raise or attempt to raise any question, or shall address or attempt to address the Council upon any subject which the said Council has no legal right to entertain or discuss, or who shall in any other language which, according to the common usage of gentlemen, would be held to be disorderly, or who shall say or do anything calculated to bring the Council into contempt shall be out of order.

44. The Mayor or chairman may without the interposition of any other member of the Council call any Alderman to order whenever in the opinion of such Mayor or Chairman there shall be a necessity for so doing.

45. Every member of the Council shall have the right of calling the attention of the Mayor or Chairman to any motion, amendment, statement, argument, or observation moved, used, or made by any other member which such first-named member may consider out of order.

46. A member called to order shall withdraw while the question of order is being discussed and decided upon, unless specially permitted to offer an explanation, retraction, or apology, but on obtaining such special permission such member may explain, retract, or apologize for the matter or remark alleged to have been out of order, and if such explanation, retraction, or apology be deemed satisfactory no further discussion on the question of order shall be permitted. If any member on being called to order shall ask such permission to explain, retract, or apologize as aforesaid, the Mayor or Chairman may of his own authority grant or refuse such permission as he may think fit, unless any member shall require the sense of the Council to be taken on the question; in such case it shall be the duty of the Mayor or Chairman to take the sense of the Council at once, and without discussion as to whether such permission shall be granted; and when any such explanation, retraction, or apology shall have been made or offered by permission of the Mayor or Chairman, the latter shall in like manner decide, or if required to do so, shall take the sense of the Council as to whether such explanation, retraction, or apology is considered sufficient. If such permission be refused, or if such explanation, retraction, or apology be considered insufficient, the question or order shall be considered and decided before any further business is proceeded with: Provided that if such Mayor or Chairman shall have decided the question of order before any member shall have required the sense of the Council to be taken in reference thereto, such question of order shall not be re-opened, and provided further, that nothing herein contained shall be held to affect the right of such Mayor or Chairman to decide finally, as hereinbefore provided, upon any such point of order after the same shall have been discussed.

47. The Mayor or Chairman when called upon to decide points of order or practice shall state the provision, rule, or practice which he shall deem applicable to the case without discussing or commenting upon the same.

48. Whenever it shall have been decided as aforesaid that any amendment or other matter before the Council is out of order the same shall be rejected, and whenever anything said or done by any Alderman shall be similarly decided to be out of order, such Alderman shall be called upon by the Mayor or Chairman to make such explanation, retraction, or apology as the case may require.

49. Any member of the Council who shall have been called to order, and who shall after having been twice directed to withdraw as aforesaid, refuse to do so, or who shall persist in any line of conduct or argument or observation which shall have been decided as aforesaid to be disorderly, or who shall refuse to make such explanation, retraction, or apology as aforesaid, when required so to do, or who shall be guilty of any other disorder as defined in sec. 43 of this Part of these By-laws, and shall refuse to make such explanation, retraction, or apology as a majority of the Aldermen then present shall consider satisfactory, shall be liable on conviction for such offence to a penalty of not more than five pounds.

50. Any Alderman who is dissatisfied with the decision of the Mayor or Chairman on any such question of order or of practice may by motion on notice respectfully worded invite the Council to lay down a different rule or principle for the determination of any similar questions of order or practice which may thereafter arise, any rule or principle thus laid down shall be binding upon all parties, unless and until it be rescinded, but shall have no retrospective operation: Provided, however, that nothing herein contained shall be held to bind any Mayor or Chairman to put any motion to the Council which in his opinion is contrary to law.

Mode of voting.

51. The Mayor or Chairman shall put to the Council all questions on which it shall be necessary that a vote be taken and shall declare the sense of the Council thereon. And he shall be at liberty to put any question as often as may be necessary to enable him to form and declare his opinion as to the opinion of the majority.

52. Any Alderman shall be at liberty to call for a division. In such case the question shall be put first in the affirmative and then in the negative; and the Aldermen shall vote by show of hands, and the names and votes of the Aldermen present shall be recorded. Any Alderman who shall be present when a division is called for and shall not vote in such division, not being disabled by law from so doing, shall be liable for every such offence to a penalty of not more than two pounds.

Protests.

53. Every Member of the Council (Mayor included) may protest against any resolution or vote by the Council. Notice of their intention so to protest must however be given at the meeting when such resolution is passed or such vote is arrived at, and the protest itself must be handed or sent to the Council Clerk not later than seven days after such notice. The Council Clerk shall enter every such protest in the minute-book, but if in the opinion of the Council, it may inconsistent with the truth, or disrespectfully worded, it may by resolution on notice be ordered to be expunged. In such case the expunction shall be made by drawing a pencil line with the pen through the entry of such protest, with a reference in the margin to the resolution ordering such expunction.

Calls of the Council.

54. A call of the Council may be ordered by any resolution of which due notice shall have been given, for consideration of any motion or matter of business before such Council.

55. There shall, without special order to that effect, be a call of the Council for the consideration of every motion which may be made under section 50 of this Part of these By-laws, and of every motion for the rescission of any resolution, order, or decision of such Council.

56. The call shall be made immediately before such motion or business for which such call has been ordered, or is required to be made by the last preceding section, shall be moved or considered. Such call shall be made as follows:—The Council Clerk shall call the names of all the members in their alphabetical order; each member present shall answer to his name as so called; and if any members are absent a record shall be made of such absence: but if leave of absence to any such member shall have previously been granted, or if such an excuse in writing shall have been forwarded to the Mayor or Council Clerk as a majority of the Council then present shall consider satisfactory, such absent member shall stand excused, and a record shall be made of such excuse and of the reasons for the same.

Committees.

Standing and Special Committees.

57. Besides such Special Committees as may from time to time be found necessary, there shall be two Standing Committees, each consisting of not less than three members, viz., a Finance Committee and an Improvement Committee.

Improvement Committee.

58. The Improvement Committee shall have the general direction of all works ordered or sanctioned by the Council, and the general inspection of all streets, roads, ways, bridges, public reserves, and other public places, under the care and management of the Council. They shall also inquire and report from time to time such improvements or repairs as they may think necessary, or as they may be directed by resolution of the Council to inquire and report upon.

Finance Committee.

59. The Finance Committee shall examine and check all accounts, and shall watch generally over the collection and expenditure of the Municipal revenues. They shall inquire and report from time to time as to all matters which they may consider to effect or likely to effect the finances of the Municipality, and as to such matters or subjects of the like nature as they may be directed by resolution of the Council to inquire and report upon.

Committee of the Whole Council.

60. The Council may at any time resolve itself into a Committee of the Whole for the consideration of any matter affecting the interest of the Municipality, and the business of such Committee of the Whole Council shall be conducted in accordance with the rules hereinbefore provided as near as the same shall apply, except that it shall not be necessary that any motion or amendment in Committee shall be seconded.

Records of Committee.

61. The Chairman of such Standing Committee shall make or cause to be made in a book kept by him for that purpose, memoranda of all the transactions of such Committee, which book he shall, on ceasing to be Chairman, hand over to his successor.

Chairman of Committees.

62. Every Committee of which the Mayor shall not be a member shall elect a Permanent Chairman of such Committee, who may direct the Council Clerk to call meetings whenever he shall think it desirable.

Cost of works to be estimated first.

63. No works affecting the funds of the Municipality, except as hereinafter is mentioned, shall be undertaken until the probable expense thereof shall have been first ascertained by the Council.

Cases of emergency and current expenses.

64. In cases of emergency the Mayor may authorize the expenditure of any sum not exceeding ten pounds, and such expenditure shall be reported to the Council at the next meeting. And the Mayor may order payment of wages for labour of officers, servants, and labourers employed at the fixed rates of payment, such rates being fixed by order of the Council.

Completion of work to be reported by Improvement Committee.

65. No works undertaken by the Council shall be deemed to have been completed, and no order shall be made for the payment in full of same, except upon a report or certificate to that effect from the Improvement Committee.

Common Seal how secured.

66. The Common Seal shall be secured by a cover or box, which shall be kept at the Council Chambers, in the custody of the Council Clerk. There shall be duplicate keys to the lock of this cover or box, of which keys, one shall be kept by the Mayor, and the other by the Council Clerk.

Common Seal how used.

67. The Seal of the Corporation shall not be affixed to any document of the Municipality without the express authority of the Council, and every impression thereof so authorized, shall be verified by the signature of the Mayor, or in the case of illness or absence of the Mayor, by any two Aldermen, and countersigned by the Council Clerk.

Custody of books, records, &c.

68. All books deeds, memorials, letters, documents, and other records of the Council, except as hereinafter mentioned, shall be kept at the Council Chambers, in the custody and care of the Council Clerk, who shall be responsible for the safe custody of same, but the Mayor may for any special purpose authorize their removal.

Books not to be shown without leave.

69. No member or officer of the Council shall be at liberty to show, lay open, or expose any of the books, papers, or records of the Council to any person not a member of the Council, without the written permission of the Mayor, unless as otherwise provided by law.

Records not to be removed.

70. Any person removing any such book, paper, or record from the Council Chambers without leave from the Mayor, shall be subject to a penalty of not more than ten pounds; and nothing herein contained shall be held to affect the further liability of any person who shall have removed such book, paper, or record, and shall not have returned the same, to prosecution for stealing such book, paper, or record, or to an action at law for detention of same as the circumstances of the case may warrant.

Receipt for documents.

71. Every person removing any document or record with such consent as aforesaid, shall give a receipt under his hand for every such document or other record, which receipt shall be carefully preserved among the records until the documents shall have been returned, when such receipt shall be destroyed.

Penalty for defacing or destroying records.

72. Any person destroying, defacing, or wilfully or improperly altering any books, papers, or records, shall be liable for every such offence to a penalty of not more than twenty pounds.

Appointment of officers and servants.

73. Every permanent appointment shall be made by ballot in such mode as may be determined upon whenever there is more than one candidate for such permanent office.

Exceptional cases.

74. Nothing herein contained shall be held to prevent the employment as may from time to time be found necessary, and as may be ordered by the Council, of any workmen or labourers on the public works of the Municipality.

Bonds for good conduct.

75. All bonds given by officers or servants of the Council for the faithful performance of their duties shall be deposited in such custody as the Council may order, and no member, officer, or servant of the Council shall be received as security for any officer or servant.

Council Clerk, duties of.

76. The Council Clerk shall perform all the duties which by the Municipalities Act of 1867, or by the present or any other By-laws hereunder, he may be required to perform. He shall be the Clerk of all Revision Courts held in the Municipality under the provisions of the Municipalities Act. He shall also, under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council, and shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

Complaints against officers.

77. All complaints against officers or servants of the Corporation must be in writing addressed to the Mayor, and must in every case be signed by the person or persons complaining, and no notice whatever shall be taken of any complaint which is not in writing or is anonymous, and such complaint as aforesaid shall be laid by the Mayor before the Council at the next meeting thereof which shall be holden after the Mayor shall have received the same, and shall be duly recorded.

Special powers of the Mayor.

78. The Mayor may from time to time define the duties of the officers and servants of this Corporation, and shall exercise a general supervision over all such officers and servants, and may order the preparation of any such return or statement, or the giving of any such explanation or information by any such officer or servant as he may think necessary, unless the Council shall have expressly forbidden or dispensed with the preparation of such return or statement or the giving of such explanation or information.

Miscellaneous.**Drafts of intended By-laws.**

79. A draft of any intended By-law shall lie at the office of the Council for at least seven days before such draft shall be taken into consideration by the Council, and shall be open to the inspection of any ratepayer who desires to inspect it.

Lapsed business.

80. Whenever the consideration of any motion or matter of business shall have been interrupted by reason of a quorum not having been present, the consideration of such business shall be resumed at the next meeting at the point where it was interrupted.

Public notice.

81. In all cases where public notice is or shall be required to be given by any By-law of any appointment, resolution, act, order, or regulation done, made, or passed, or proposed to be made, done, or passed by the Council, or by any Committee thereof, or by the Mayor or any officer of the said Council, such notice may be given and published by posting the same on or near the outer door of the Council Chambers for the space of seven days, or by advertising the same once in some newspaper circulating in the Municipal District.

Power to suspend temporarily portions of the By-laws.

82. Any of the foregoing By-laws which relate to or affect the proceedings at meetings of the Council, may be suspended pro tempore without notice in cases of emergency, if all the members of the Council then present shall deem such suspension necessary.

PART II.

Collection and enforcement of rates.

1. All rates levied and imposed by the Council shall be held to be due and payable on and after such days as the Council shall by resolution from time to time appoint.

Time and place of payment.

2. All such rates shall be paid at the Council Chambers, during the hours appointed by the Council for that purpose.

Defaulters.

3. Every person not paying his or her rates as aforesaid within 37 days after the day so appointed for payment thereof, shall be deemed a defaulter, and it shall be the duty of the Council Clerk to furnish the Mayor from time to time with a list of the names of all persons so in default.

Mayor to enforce payment.

4. It shall be the duty of the Mayor to take proceedings to enforce the payment of all rates in default, either by action at law, or by issuing warrants of distress upon the goods and chattels of defaulters.

Bailiff, how appointed.

5. The Bailiff of the Municipality shall be appointed by the Council, and may from time to time be removed by them.

Duties of Bailiff.

6. It shall be the duty of the Bailiff to make levies by distraint for the recovery of rates in the manner hereinafter provided.

Warrant of distress.

7. All levies and distresses shall be made under warrant in form of Schedule A hereto, under the hand of the Mayor or any Alderman who may for the time being be duly authorized to perform the duties of that office.

Distress and sale, &c.

8. It shall be lawful for the Bailiff or his deputy, and such assistants as he may take with him, to enter into any part of the land, building, tenement, or other property in respect of which such rate or rates shall have been made as aforesaid, and to distrain the goods therein or thereon, and to remain in such building, tenement, or other property, in charge thereof, and if the sum for which any distress shall have been made or taken, together with all costs of such distraint, shall not have been paid on or before the expiration of three clear days, the Bailiff or his deputy may, between the hours of eleven in the morning and two in the afternoon on the next day thereafter, cause the goods so distrained, or a sufficient portion thereof, to be sold by public auction, either on the premises or at such other place within the Municipality as the Bailiff may think proper to remove them for such purpose, and shall pay over the surplus (if any) that may remain after deducting the amount of the sum distrained for and the costs of such distraint, to the owner of such goods so sold on demand of such owner, and any person interfering with the said Bailiff in the execution of any duties devolving upon him under these By-laws, or hindering or preventing him from delivering to the purchaser thereof any property so sold by the said Bailiff, shall be liable to a penalty of five (5) pounds.

Inventory.

9. At the time of making a distress the Bailiff shall make out a written inventory in the form of Schedule B hereto, which inventory shall be delivered to the occupant of the land or premises, the owner of the goods so distrained, or to some person on his or her behalf resident at the place where the distress shall be made, and in case there shall be no person at such place with whom the inventory can be left as aforesaid, then such inventory shall be posted on some conspicuous part of the land or premises on which the distress is made, and the Bailiff shall give a copy of the inventory to the Council Clerk.

Goods may be impounded.

10. The Bailiff, on making a distress as aforesaid, may impound, or otherwise secure, the goods or chattels so distrained of what nature or kind soever, in such place or places, or in such part of the land or premises, chargeable with rates, as shall be most fit and convenient for this purpose, and it shall be lawful for any person whomsoever, after the expiration of three days as hereinbefore mentioned, to come and to go to and from such place, or part of the land or premises, where such goods or chattels shall be impounded and secured as aforesaid, in order to view and buy, and in order to carry off and remove the same on account of the purchasers thereof.

Owners may direct order of sale.

11. The owner of the goods or chattels so distrained may, at his own option, direct and specify the order in which they shall successively be sold, and the said goods or chattels shall in such case be put for sale according to such direction.

Proceeds of distress.

12. The Bailiff shall hand over to the Council Clerk all proceeds of every such distress within forty-eight hours after having received same.

Bailiff's deputy.

13. The Bailiff may, with the sanction in writing of the Mayor, or in his absence with the sanction of any two Aldermen of the Municipality, authorize by writing under his hand any person to act temporarily as his deputy, and the person so authorized shall have and exercise all the powers of the Bailiff himself, but the Bailiff and his sureties shall in every case be responsible for the acts of such deputy.

Costs.

14. There shall be payable to the Bailiff for the use of the Council for every levy and distress made under this By-law, the costs and charges in the Schedule hereunto annexed marked C.

SCHEDULE A.

Warrant of distress.

I, Mayor of the Municipal District of Casino, do hereby authorize you, the Bailiff of the said Municipality to distrain the goods and chattels in the dwelling-house, or in and upon the land and premises of , for , being the amount of Municipal rates due to the said Municipality to the day of , for the said dwelling-house (or land and premises, as the case may be), and to proceed thereon for the recovery of the rates according to law. Dated this day of 18 .

Mayor.

SCHEDULE B.

Inventory.

I have this day, in virtue of warrant under the hand of the Mayor of the Municipality of Casino, dated , distrained the following goods and chattels in the dwelling-house (or in and upon the land and premises), of , situate at , within the said Municipality, for being the amount of rates due to the said Municipality to the day of 18 . Dated this day of 18 .

Bailiff.

SCHEDULE C.

	s.	d.
For every warrant of distress	2	6
For every levy	2	6
For every in possession each day or part of a day.....	6	0
Inventory, sale, commission, and delivery of the goods	5 per cent. on the net proceeds of the sale.	

PART III.

Preventing and extinguishing fires.

Fire or combustible materials, &c.

1. Every person who shall place, or knowingly permit to be placed, in any house, yard, workshop, out offices, or other premises, fire, gunpowder, or combustible or inflammable materials of any kind, in such a manner as to endanger any buildings, shall, on conviction for every such offence, forfeit and pay a penalty of not more than five pounds, and shall forthwith remove such fire, gunpowder, or combustible or inflammable materials, and every such person who shall suffer any such fire, gunpowder, combustible or inflammable material, to remain as aforesaid for twenty-four hours after any such conviction, shall be deemed guilty of a further offence against this By-law.

Inflammable fences, &c.

2. Every person who shall erect any fence or brushwood, bushes, or other inflammable material, or shall make or place any stack of hay, corn, straw, or other produce, or place as or for the covering of any such stack, any inflammable material, so as to endanger contiguous buildings or properties, or any trees, shrubs, or other produce of such properties, or any chattels in and upon such buildings or properties, shall forfeit, on conviction for every such offence, a penalty of not more than five pounds, and if he also shall fail to remove such fence, stack, or covering within a reasonable time after such conviction as aforesaid, shall be deemed guilty of further offence against this By-law.

Fireworks.

3. Every person who shall light any bon-fire, tar barrel, or fireworks upon or within ten yards of any public or private street or any public place, or shall discharge any firearms without lawful cause within one thousand yards of any dwelling within the boundaries, shall forfeit a sum not exceeding five pounds.

Setting fire to matter without notice.

4. Any person who shall wilfully set fire to any inflammable matter whatever in the open air, within five yards of any dwelling-house or other building or boundary or dividing-fence, within the said Municipality, without having given notice in writing to the occupiers of the land adjoining the land upon which such matter shall be, of his intention so to do, or between the hours of six in the afternoon of any day and six in the morning of the following day, shall for every such offence forfeit a sum not exceeding five pounds.

Wilfully setting fire to chimneys.

5. Every person who wilfully sets or causes to be set on fire any chimney, flue, smoke-vent, or stove-pipe, herein called in common a chimney, shall forfeit a sum not exceeding five pounds.

Burning shavings and other offensive matter.

6. Any person who shall burn any shavings, rubbish, or other inflammable substance in any road, street, lane, or public place within this Municipality, or shall burn rags, bones, corks, or other offensive matter in any yard within the precincts of the township of Casino, shall for every such offence forfeit and pay a sum not exceeding forty shillings.

PART IV.*Licensing public vehicles.*

1. From and after the 1st day of January, 1881, no vehicle shall ply for hire, nor shall any person act as driver or conductor within the Municipality of Casino, unless licensed for such purpose in the manner hereinafter mentioned, nor during the suspension or after cancellation of such license as hereinafter provided.

2. Before any license for plying any vehicle or for driving or conducting the same, shall be granted, the party requiring such license shall deliver to the Council Clerk a requisition in form of Schedule A hereto or to like effect.

Mayor to grant licenses.

3. The Mayor for the said district for the time being shall be and is hereby authorized to issue all such licenses, in the name and on behalf of the said Municipal Council.

4. Licenses for proprietors, drivers, or conductors shall be in form of Schedule B hereto.

5. Every license granted by the Council shall be signed by the Mayor and countersigned by the Council Clerk, and shall be in force until the 31st day of December next ensuing the date thereof, and no such license shall include more than one vehicle.

Person in whose name vehicle is licensed to be deemed the proprietor.

6. The person or persons in whose name or names a license shall have been obtained shall be deemed the proprietor of the vehicle in respect of which such license shall have been taken out.

7. Any proprietor transferring or selling his licensed vehicle shall immediately give notice thereof to the Council Clerk, and the transferee or purchaser shall thereupon apply to have the license transferred to him, and shall sign his name in the books of the said Council and on the license, and until this By-law shall have been complied with the transferor or seller shall remain liable as owner for any breach of any of these By-laws, and no transferee or purchaser shall use such vehicle, or allow it to ply for hire, until the By-law shall have been so complied with.

8. No driver of any licensed vehicle shall lend or part with his license, nor shall the proprietor employ an unlicensed person as the driver thereof.

Registered proprietor or driver deemed as such.

9. Every proprietor or driver of any and every vehicle shall be deemed to be licensed on production of the license register book containing a copy of such license, and it shall not be necessary to call upon the person prosecuted to produce the original license to enable the prosecutor to give secondary evidence of its contents.

License may be cancelled or suspended.

10. The license of the proprietor, driver, or conductor of any vehicle may be cancelled or suspended by the Mayor for the time being of the said Municipal Council, as he shall deem right (after three days' notice in writing, signed by the Council Clerk, and served upon such proprietor, driver, or conductor, or left at his usual abode, calling upon him to show cause why such license should not be cancelled or suspended, and opportunity given such proprietor, driver, or conductor to show such cause), in case either the proprietor, driver, or conductor shall have been convicted of two offences against these By-laws, committed within a period of six months next preceding.

11. Such person or persons as may from time to time be appointed by the said Municipal Council shall be the Inspector or Sub-inspector of all licensed vehicles plying for hire within the said Municipality, and such Inspector or Sub-inspector shall as often as he or they may deem necessary inspect all licensed vehicles, and also the harness and horse or horses or other animal or animals used in drawing the same, and if such vehicle, horse or harness, animal or animals shall in his or their opinion be unfit for public use, he shall report the same in writing to the Mayor, who shall have power to suspend the license of such vehicle until such vehicle, horse or horses, harness, or animal or animals used in drawing the same shall be in a fit state for public use, and it shall be the special duty of such Inspector at all times to see that as far as possible these By-laws are duly observed and enforced.

Inspectors not to be hindered.

12. No proprietor or driver of any vehicle, nor any other person, shall hinder or obstruct such Inspector or Sub-inspector in the execution of any of his or their duties.

SCHEDULE A.

To the Municipal Council, Casino.

I, _____, residing in _____ street, do hereby request that a license may be granted to me to _____, No. _____, within the said Municipality.

Dated _____ 18 _____.

SCHEDULE B.

This is to certify that _____ is hereby licensed to a certain _____, No. _____, within the Municipality of Casino from the date hereof to the 31st December next, subject nevertheless to all and every the By-laws, Rules and Regulations in force relating thereto.

Given under the common seal of the Municipal Council of Casino, this _____ day of _____ 18 _____.

(L.S.)

Mayor.

Council Clerk.

PART V.*Carter's License for Carts.*

1. The Council may from time to time license to ply for hire within the said Municipality carts or other vehicles approved of by the Works Committee for any or either of the following purposes, namely,—drawing wood, water, earth, stone, gravel, timber, bricks, passengers, or for any other purpose, whether hired by the day or load, and whether driven by the owner or by any person in the owner's employ. Licenses may also be granted for the drivers of such, and to such persons as may be approved of by the Works Committee, such licenses to be personal to the grantee and not transferable, but the license of any cart or other vehicle may be transferred with the cart or other vehicle to any person upon approval as aforesaid, and for every such license, &c.

Application for license.

2. Every such license shall be granted on the written application for the same of the owner, or if there be more owners than one, of some one owner of the cart or other vehicle to be licensed, and in every such application shall be set forth truly the name and surname, and place of abode of the applicant, and the like shall be set forth in the license when granted, which should be in form of Schedule D hereto, or the like effect, and any person who shall wilfully omit from any such application any particular hereby required to be stated therein, or shall wilfully state anything falsely touching any such particulars shall forfeit a sum not exceeding five pounds.

Numbering, &c., of licenses and carts.

3. Every such license for cart or other vehicle shall be numbered and registered by the Council Clerk, and shall be in force from the date until the 31st day of December next ensuing, and the owner named in any such license shall cause to be painted or marked, and to be kept so painted or marked, on some conspicuous place on the right or off side of the cart or other vehicle thereby licensed with the number of such license in legible figures and letters, and the words "Licensed Cart" (or other vehicle) in the like letters, and every such owner who shall omit or fail to comply with the provisions of this section shall forfeit a sum not exceeding forty shillings; and every such license for a driver shall be made out in the form of Schedule E, and shall be exhibited on demand to any person authorized for that purpose by the Council.

Plying without license.

4. If any owner of any cart permit the same to stand, or ply for hire within the Municipality without having a license in force for such cart or other vehicle, licensing or authorizing such standing or plying for hire or use respectively, within such Municipality, or if any person be found within such Muni-

unicipality standing or plying for hire with any cart for which no such license is in force without having the number of such license and the words "Licensed Cart" or other vehicle displayed upon such cart or other vehicle openly and in manner herein provided, and every person acting as such driver of any licensed cart or other vehicle so plying as aforesaid without holding a driver's license, every such person so offending shall on conviction forfeit a sum not exceeding forty shillings.

Leaving carts unattended.

5. If the driver of any cart or other vehicle shall leave the same unattended in any street, whether public or private, or shall go for a distance of more than 51 feet from the side of such cart or other vehicle, being in any such street, without passing through the near wheel or wheels a suitable chain or chains so as to effectually prevent the rotation of such wheel or wheels, whether in any such case the cart or other vehicle be hired or not, or if he shall go to such a distance from such vehicle as to render it beyond his immediate attention or control, every person so offending shall on conviction forfeit a sum not exceeding forty shillings.

Lights for carts, &c.

6. The driver of every coach or other vehicle carrying passengers or goods at a pace faster than a walk which shall, during the hours after sunset of any day, and before sunrise of the following day, be in any street or public place within the said Municipality, shall keep a light attached to or suspended from the off or right side of such cart or other vehicle so as to be plainly visible to the driver of any carriage proceeding along or through such street or place in a contrary direction to that in which the first-mentioned cart or other vehicle shall be directed, and every driver who shall fail to comply with this section shall forfeit a sum not exceeding forty shillings.

Interpretation.

7. The word cart and vehicle shall for the purpose of this part of these By-laws include every waggon, dray, or other carriage, whatever its construction, drawn by horses or other animals used for any of the purposes hereinbefore described in sec. 1 of this part.

SCHEDULE C.

Table of charges for Carter's License.

	s.	d.
For cart	5	0
For driver	1	0
For vehicles carrying passengers for hire and driving one or two horses	5	0
For vehicles carrying passengers for hire and driving three or more horses	10	0

SCHEDULE D.

Municipality of Casino, Cart License No.....

Issued to _____, subject nevertheless to all By-laws, Rules, or Regulations in force thereto.

Given under the Common Seal of the Municipal Council of Casino, this _____ day of _____ 18 _____.

(L.S.)

Mayor.

Council Clerk.

SCHEDULE E.

Municipality of Casino, Driver's License.

Issued to _____, subject nevertheless to all the By-laws, Rules, or Regulations in force relating thereto.

Given under the Common Seal of the Municipal Council of Casino, this _____ day of _____, 18 _____.

(L.S.)

Mayor.

Council Clerk.

PART VI.

Care and Management of Streets.

Change of level of streets.

1. Whenever it may be deemed necessary to alter the level of any street, road, or way the Council shall cause a plan of the section showing the proposed cuttings and fillings to be exhibited at the Council Chambers for fourteen days for the information and inspection of ratepayers, and shall notify by some newspaper circulating in the Municipality, or in some other public manner, that such plan is open for inspection. At a subsequent meeting of the Council the said plan and section shall, if adopted, be signed by the Mayor or Chairman and countersigned by the Council Clerk, and such plan so signed and countersigned shall be a record of the Council.

Persons not to open drains or remove soil, &c.

2. Any person who shall form, dig, or open any drain or sewer, or remove or cause to be removed any turf, clay, sand, soil, gravel, stone, or other material in or from any part of the carriage or footway of any street or other public place without leave first had and obtained by a written order from the

Mayor, or who shall wantonly break up or otherwise damage any such carriage or footway shall, on conviction, forfeit and pay for every such offence any sum not exceeding five pounds.

Persons not to dig holes, &c.—Persons to enclose buildings and building materials.—Lights to be provided.

3. Any person or persons who shall dig, make, or cause to be dug or made any hole, or leave or cause to be left any hole adjoining or near to any street or public place within the said Municipality for the purpose of making any vault or vaults, or the foundations of any house or other building, or for any other purpose whatsoever, or shall erect or pull down any building, and shall not forthwith enclose the same and keep the same enclosed in a good and sufficient manner to the satisfaction of the Council of the said Municipality, or who shall keep up or cause to be kept up and continued any such enclosure for any length of time which shall be longer than shall be absolutely necessary in the opinion of the said Council, and shall not place lights upon each side of the said enclosure, and keep the same constantly burning from sunset to sunrise during the continuance of such enclosure, shall forfeit and pay for every such refusal or neglect any sum not being more than five pounds.

Persons not to leave dangerous places exposed or obstructions on public ways, &c.

4. Every owner or occupier of any house, building, premises, or land within the said Municipality having any entrance, arca, garden, or other open space, or any vacant building lot, waterhole, or excavated space adjoining the footway of any street or public place in such Municipality shall protect and guard the same by good and sufficient rails, fences, or other enclosures so as to prevent danger to persons passing and repassing, and every such owner or occupier of any such house, building, premises, or land having any steps adjoining the footway of any such street or public place shall in like manner protect and guard the same by fences, rails, or other enclosures, so as to prevent the like danger to persons passing and repassing, and on failure thereof every such owner or occupier shall as often as he shall be convicted of such offence forfeit and pay any sum not exceeding five pounds, and every such owner or occupier as aforesaid who shall fail to erect such rails, fences, or other enclosures as aforesaid within fourteen days after any such conviction as aforesaid, shall be deemed guilty of further offence against this By-law.

Thoroughfares may be stopped by the Council.

5. The Improvement Committee, or officer or person acting under the authority of such Committee, may at any time cause the traffic of any street, lane, or thoroughfare, or any portion thereof, to be stopped for the purpose of repairing the same or for any necessary purpose, and any person or persons offending against this By-law either by travelling on such street, lane, or thoroughfare, or by removing or destroying any obstruction that may be placed thereon for the purpose of suspending the traffic, shall on conviction forfeit and pay a penalty of any sum not exceeding five pounds for every such offence.

Careless riding or driving.

6. Any person who shall ride or drive through or upon any street or public place within the said Municipality so negligently, carelessly, or furiously that the safety of any other person may be endangered shall, on conviction, forfeit and pay a sum not exceeding one pound.

Rolling and driving on footways, &c.

7. Any person who shall run, roll, drive, draw, place, or cause, or permit, or suffer to be run, rolled, driven, drawn, or placed upon any footway any waggon, or omnibus, cart, dray, stage, bicycle, carriage, wheelbarrow, cask, wheel, or vehicle of any kind, or shall lead, drive, ride, or place any horse, cattle, or other beast upon any footway shall, on conviction, forfeit and pay a penalty not exceeding five pounds.

Placing obstructions on footways, &c.

8. If any person shall set, or cause, or permit to be set or placed any stall, show-board, sign-board, basket, or goods of any kind whatsoever, or shall hoop, place, wash, or cleanse, or shall cause to be hooped, placed, washed, or cleansed, any cask or vessel in or upon or over any road, footway, or public place within the said Municipality, or shall set out, lay, or place, or shall cause, or procure, permit, or suffer to be set out, laid, or placed any couch, cart, dray, barrow, truck, or other carriage upon any footway, or shall allow any vehicle, goods, or property to remain in or obstruct any road, street, lane, or way, or if any person shall set or place, or cause to be set or placed in, upon, or over any of the said carriage and footways any timber, stones, bricks, lime, or other materials, or things for building whatsoever (unless the same shall be enclosed as hereinbefore directed), or any other goods or things whatsoever, or shall hang out or expose, or shall cause or permit to be hung out or exposed any meat or offal or other commodity or thing whatsoever from any house or premises over any part of such footways or carriage ways, or over any area of any house or premises over or next to any such street, road, or public place, in every case every such person so offending shall forfeit and pay on conviction a sum not exceeding forty shillings.

Penalty for damaging water-tables.

9. Any person driving any waggon, dray, cart, or other carriage whatsoever in any water-table of any street or road, or in any other way damaging such street or road, shall be liable on conviction to a penalty of not more than forty shillings.

Careless use of gunpowder.

10. Every person who shall place, or knowingly permit to be placed, in any house, yard, workshop, out-offices, or other premises fire, gunpowder, or combustible, or other inflammable material of any kind in such manner as to endanger contiguous buildings, shall, on conviction of such offence, forfeit and pay a penalty of not more than five pounds, and shall forthwith remove such fire, gunpowder, combustible, or inflammable material, and every such person who shall suffer any fire, gunpowder, or combustible or inflammable materials to remain as aforesaid for seven days after any such conviction shall be deemed guilty of a further offence against this By-law.

PART VII.

Nuisances.

Casting filth or rubbish into streets, &c.

1. Any person who shall cast, or cause to be cast, any filth, rubbish, or any dead animal into any street, lane, public water-course, sewer, or waterhole, or who shall suffer any dead animal to remain upon his or her land or premises to become a nuisance or otherwise offensive, or who shall permit any filth to flow from his or her premises, or shall permit or cause by pipes, channels, or other contrivances, filth from closets to flow from his or her premises into any street, lane, public watercourse, sewer, or waterhole, shall on conviction forfeit a sum not exceeding five pounds, and shall pay the cost of removing such filth or obstruction, or of restoring such sewer or watercourse to its proper channel.

Keeping swine and straying animals.

2. Any person who shall breed, feed, or keep any kind of swine in any building, yard, garden, or other hereditament situate and being in or within fifty feet of any street or public place in the said Municipality, or shall suffer any kind of swine, or any horse, ass, mule, sheep, goat, or other cattle belonging to him or her, or under his or her charge, to stray or go about, or be tethered or depastured in any street or public place shall, on conviction, forfeit and pay for every such offence a sum not exceeding forty shillings.

Premises and private avenues to be kept clean.

3. Any owner or occupier of any house or place within the said Municipality who shall neglect to keep clean all private avenues, passages, yards, and ways within the said premises, so as by such neglect to cause a nuisance by offensive smell or otherwise shall, on conviction, forfeit and pay a sum not exceeding forty shillings for every such offence.

Inspectors of Nuisances to visit butchering establishments.

4. For preserving the cleanliness of the said Municipality and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances, or for any other officer or officers appointed by the Council from time to time, and when and as often as he or either of them shall see occasion to visit and inspect the butchers' premises, boiling down establishments, tanneries, and fellmongering establishments in the said Municipality, and to give such directions concerning the cleansing of the said premises, tanneries, and establishments, both within and without as to him shall seem needful, and any butcher or the owner or occupier of any such tannery or establishment, who shall refuse or neglect to comply with such directions within forty-eight hours shall, on conviction, forfeit a sum not exceeding ten pounds.

Premises to be inspected on complaint.

5. Upon the reasonable complaint of any householder that the house, premises, yards, closets, or drains of the neighbouring or adjoining premises are a nuisance or offensive, the Inspector of Nuisances, or any other person appointed by the Council, shall make an inspection of the premises complained of, and the officer of the Council shall have full power without any other authority than this By-law to go upon the said premises for such purpose.

Persons committing offences, &c.

6. Every person who in any street or other public place or passage within the said Municipality, to the obstruction, annoyance, or danger of the residents or passengers, shall commit any of the following offences shall, on conviction, forfeit and pay a penalty of not more than five pounds:—

Hoisting goods.

1. Every person who shall hoist or cause to be hoisted or lower or cause to be lowered goods of any description from any opening in any house fronting any street or public place and close to the footway thereof without sufficient and proper ropes and tackling.

Conveyance of meat.

2. Every person who shall carry or convey or cause to be carried or conveyed in any street or public place the carcase or any part of the carcase of any newly slaughtered animal, without a sufficient and proper clean cloth covering the same for the concealment from public view, or shall hawk or carry about butchers' meat for sale without covering the same as aforesaid.

Placing lines, &c., across the streets, &c.

3. Every person who shall place any line, cord, or pole across any street, lane, or passage, or hang or place clothes thereon to the danger or annoyance of any person.

4. Every person who shall place any flower-pot in any upper window near to any street or public place without sufficiently guarding the same from being thrown down.

Casting building material, &c., from roofs.

5. Every person who shall throw or cast from the roof or any part of any house or other building any slate, brick, part of a brick, wood, rubbish, or other material in or upon the carriage or footways of any street or public place (unless within a hoard or enclosure) when any house or building is being occupied, erected, pulled down, or repaired.

Blacksmiths to close establishments after sunset.

6. Every blacksmith, whitesmith, anchorsmith, nail maker, metal-founder, lime-burner, brickmaker, potter, or other person using a forge, furnace, or kiln, and having a door, window, or aperture fronting or opening into or towards any street, lane, or passage, and not closing such door, or not fastening the shutters or other fastenings of such window, and closing such aperture, or placing a screen before the same every evening within one hour after sunset so as to effectually prevent the light from shining through the doorway, window, or aperture next or upon such street, lane, or passage.

Persons burning bones, rags, &c.

7. Every person who shall within one hundred yards of any dwelling-house burn any rags, bones, corks, or other offensive substance to the annoyance of any inhabitant.

Carrying goods, &c.

8. Any person who shall carry goods upon the footway of any street, or other public footway, in such a manner as to be dangerous or an annoyance to passengers.

Keeping ferocious animals.

9. Every person who shall be the keeper of and have any dog or other animal which shall attack any person within the Municipality.

Filthy premises injurious to health.

7. If upon the certificate of any two duly qualified medical practitioners it appears to the Council that any house or part thereof, or the premises occupied in connection therewith, within the limits of the said Municipality is in such a filthy or unwholesome state that the health of any person is or may be affected or liable to be affected or endangered thereby, and that the whitewashing, cleansing, or purifying of any house or part thereof, or the premises occupied in connection therewith, would tend to prevent or check any infectious or contagious disease, the said Council shall give notice, in writing, to the owner or occupier of such house or part thereof, or the premises occupied in connection therewith, to whitewash, cleanse, or purify the same as the case may require, and if the person to whom notice is so given shall fail to comply therewith within such time as shall be specified in the said notice, he or she shall be liable to a penalty not exceeding ten shillings for every day during which he or she continues to make default, provided that no such penalty shall collectively amount to any greater sum than twenty pounds, and the said Council shall if they shall think fit cause such house, building, or part thereof, or the premises occupied in connection therewith, to be whitewashed, cleansed, or purified, and for such purpose the proper officers, servants, and workmen of the said Council shall have power to enter the same, and the expense incurred by the Council in so doing shall be paid by the owner or occupier.

Bathing in Public Places.

8. Any person who shall bathe near to or within view of any public wharf, quay, bridge, street, road, or other place of public resort within the limits of the said Municipality, between the hours of 6 in the morning and 8 in the evening, shall, on conviction, pay a sum not exceeding one pound for every such offence.

Offending against Decency.

9. Any individual who shall offend against decency by the exposure of his or her person in any street or public place within the said Municipality, or in view thereof shall, on conviction, forfeit and pay for every such offence a sum not exceeding five pounds.

Persons keeping Cows to provide sufficient space.

10. Any person who shall keep cows on any premises within the said Municipality, and shall not provide a space for each cow of seven feet by five feet shall, on conviction, forfeit and pay any sum not more than forty shillings for each offence.

Connecting Drains with Sewers, &c., without permission.

11. Any person who shall connect any pipe or drain with any sewer belonging to the said Council without permission first obtained from the Council shall, on conviction, forfeit and pay any sum not exceeding twenty pounds.

Earth Closets.

12. Every earth closet shall be built with walls seven feet high, and shall not be less than three feet six inches wide and four feet six inches long, and must not be less than fifteen feet from any dwelling house or public street, and shall be provided with a door capable of being fastened from the inside, and shall be ventilated, and every person having or building any earth closet contrary to this by-law shall, on conviction, be liable to a penalty of not more than five pounds.

PART VIII.

Buildings.

Verandahs and Awnings may be erected.

1. Nothing in these by-laws contained shall be deemed to prevent any person from placing or fixing a movable awning or erecting a verandah in front of his or her shop or house, provided that such awning shall be at least eight feet and such verandah ten feet above the proper level of the footways, and according to the plans and specifications of the Council for the time being, and that the posts of the said awning and verandah, together with all framework connected therewith, shall be prepared and erected to the satisfaction and approval of the Council as they may from time to time direct.

Houses to be properly spouted.

2. All proprietors of houses and other buildings within this Municipality having a frontage to any main thoroughfare shall be required to have the roofs of the said buildings sufficiently spouted and connected with suitable down pipes, and emanators to be carried under the surface of the footpaths into the gutters, or away from the public streets to the satisfaction and approval of the Council under a penalty of ten shillings on conviction, and if not remedied at the expiration of one day after such conviction the offender shall be again liable for a like penalty for every day or part of a day that the same shall not be remedied, together with the cost of repairing all damage to such footpaths resulting from such neglect.

No balcony to project more than five feet.

3. No balcony shall be erected so that the same shall project or hang over the footway of any street, road, or thoroughfare which shall be less than forty feet in width, and no balcony which shall hang over any street, road, or thoroughfare shall be more than five feet wide nor less than ten feet in height from the bottom of the floor joists to the proper level of the footways, and every person who shall offend against this By-law shall, on conviction, forfeit and pay a sum not exceeding five pounds for every day that such balcony shall be allowed to remain after such conviction.

Houses, &c., not to encroach on footpaths.

4. Whenever any road, street, or lane has been marked out in manner herein provided, no house, shop, fence, or other structure shall, except as hereinafter mentioned, be allowed to project or encroach on any part thereof, and it shall not be lawful for any person to erect or put up any building, erection, obstruction, fence, or enclosure, or to make any excavation, hole, &c., or opening in, under, upon, or near to any such road, street, lane, or thoroughfare, unless the consent of the Council or Mayor has been obtained for the erecting or making of any such building, erection or obstruction, fence or enclosure, excavation, hole, or opening as aforesaid, and every person offending against this By-law shall, on conviction, forfeit and pay for the first offence a sum not exceeding five pounds, and for every second or subsequent offence a sum not exceeding ten pounds.

Footways may be levelled.

5. When any footway shall have been marked out in manner herein directed the surveyor or other person as aforesaid may cause the same to be levelled and made as nearly as practicable of equal height and breadth, and with an equal slope or inclination, and may remove any flagging, steps, or other matter, or thing, or obstruction that may injure or obstruct the said footway, or render it unequal or inconvenient, and which now is or may hereafter be erected or placed on the space marked out for the said footway.

Encroachments to be removed on notice.

6. The surveyor or such other officer or person as aforesaid may at any time on the order of the Council, and upon due notice of thirty days, direct the removal of any building, fence, or other obstruction or encroachment in or upon any road, street, lane, or thoroughfare under the charge of the Council. Notice shall in this case be served either personally or at the usual or last known place of abode of the person to whom such obstruction or encroaching structure belongs, or who has erected the same or caused it to be erected.

Council may remove at expense of offender.

7. In any case when after service of notice for the removal of any obstruction or encroachment as aforesaid, the person causing or permitting the same shall not remove it within thirty days after service of the said notice, it shall be lawful for the said Council to direct the removal of the same under the superintendence of its own proper officer, and at the expense and cost of the person so offending (provided that the expenses hereby incurred shall in no case exceed ten pounds), or at the option of the Council to proceed against the offender for breach of By-law. The penalty for the first offence not to exceed twenty-five pounds, and for every subsequent offence a sum not exceeding twenty-five pounds.

PART IX.

Houses of ill-fame.

1. Upon representation by any respectable ratepayer that any house or premises within the Municipality, and near to the residence of such ratepayer, is of ill-fame, it shall be lawful for the By-law Committee to cause the residents of such house or premises to furnish to the Council a list of names, ages, sexes, and occupations of all the inmates of the said house or premises, and upon non-compliance with such request, or if upon consideration the said Committee consider the house to be one of ill-fame, they shall with the sanction of the Council declare the same to be a nuisance, and shall cause a notice in writing to be served upon the holder of such house or premises, or any person resident or being therein, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice, and if such nuisance be not abated the holder of such house or premises, or other person residing or being therein, and acting as such holder, shall be liable to be proceeded against for such nuisance, and shall on conviction thereof forfeit and pay any sum not more than twenty pounds, and if such nuisance shall not be abated within forty-eight hours after conviction, such holder of such house, or such other person residing or being therein, as aforesaid, shall forfeit and pay for such second offence a sum not more than fifty pounds, and if a further period of forty-eight hours elapse after such second conviction without the abatement of such nuisance, such holder of such house, or other person residing therein, as aforesaid, shall for such third offence forfeit and pay a sum not more than fifty pounds.

Penalties where not otherwise specified.

2. Every person committing a breach of these By-laws shall, where no penalty is mentioned for any such offence, be liable on conviction to a sum not exceeding twenty pounds, and any person obstructing any person in the discharge of any duty imposed, or in the exercise of any privilege conferred by any of these By-laws, shall be liable on conviction to a sum not exceeding twenty pounds.

The foregoing are the By-laws of the Municipal District of Casino, passed at a meeting of the Municipal Council held 11 January, 1881.

(L.S.) F. B. GULLEY,
Mayor.

ALEXANDER M'CRACKEN,
Council Clerk.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF LEICHHARDT—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 3rd December, 1881.

THE following By-laws, made by the Council of the Municipal District of Leichhardt, for the collection of Tolls, Dues, and Wharfage Rates within that Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

HENRY PARKES.

BY-LAWS to establish Tolls, Rates, and Dues, at certain Public Wharves in the Municipal District of Leichhardt.

Wharves.

1. That the wharves at the foot of the undermentioned streets, situate within and belonging to the Municipality of Leichhardt are Public Wharves, at which tolls, rates, and dues may be collected under the Municipalities Act of 1867, namely,—Wharf Road and Johnston-street.

Timber, Coals, Bricks, Stone.

2. That the Municipal Council for the time being of the Municipal District of Leichhardt, or their lessee, lessees, or servants, shall be entitled to, and may charge, demand, and receive at the said wharves respectively the tolls, rates, and dues following, that is to say,—one shilling for every five hundred feet of timber; sixpence for every ton of coals; sixpence for every three hundred and thirty-three bricks; sixpence for every twenty feet of stone; and one shilling per ton for every other kind of merchandise or materials landed at the said wharves.

3. Before landing any cargo or part of a cargo the manifest shall be exhibited to the person in charge of such wharf or wharves, and no cargo or part of a cargo will be allowed to remain on such wharves longer than three days.

4. Any vessel discharging or taking in cargo may remain three days at the said wharves free of charge, and every such vessel exceeding the said three days shall pay ten shillings for every day or part of a day so exceeded.

5. Any person who shall commit a breach of these By-laws shall forfeit and pay for every such offence a sum not exceeding fifty pounds nor less than two pounds, recoverable before any two Justices of the Peace.

Made and passed by the Municipal Council of Leichhardt, in Council assembled, this 26th day of September, A.D. 1881, and the Corporate Seal attached thereto by order of the said Council.

WALTER BEAMES, Council Clerk.

(L.S.) JAMES WILLIAMS.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF WICKHAM—BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.Colonial Secretary's Office,
Sydney, 7th December, 1881.

MUNICIPAL DISTRICT OF WICKHAM.—BY-LAWS.

THE following By-laws, made by the Council of the Municipal District of Wickham, for the regulating and licensing of vehicles plying for hire within the Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

HENRY PARKES.

BY-LAWS for regulating and licensing vehicles plying for hire within the Municipal District of Wickham.

1. The word vehicle in these By-laws shall include and apply to every omnibus, car, hackney carriage, cab, buggy, waggonette, or dray; and an "omnibus" shall mean a vehicle upon four wheels, drawn by one or more horses, and a "car" shall mean a vehicle upon two wheels for which an omnibus license has been taken out, and a "hackney carriage" shall mean a vehicle upon four wheels drawn by two or more horses, and a "cab" shall mean a vehicle upon two wheels drawn by one horse, and a "buggy" shall mean a vehicle upon four wheels drawn by one or more horses, a "waggonette" shall mean a vehicle upon four wheels drawn by two horses, and a "dray" shall mean any vehicle used exclusively for the carriage of goods and plying for hire within the Municipal District of Wickham.

2. From and after the 1st day of January, one thousand eight hundred and eighty-one, no vehicle shall ply for hire nor shall any person act as a driver or conductor of any such vehicle within the said Municipal District of Wickham, until licensed for such purposes.

3. Before any license for plying any such vehicle or for driving or conducting the same shall be granted, the party requiring such license shall obtain from the Council Clerk free of charge a requisition in the form of Schedule A hereto, or to the like effect, and shall duly fill up and sign the same, and deliver it to the Council Clerk, and shall also insert in such requisition, in addition to the particulars set forth in Schedule A hereto, the table of rates and fares proposed to be charged by such party for any such vehicle; and in the case of drivers and conductors, not being the proprietor, shall obtain a certificate from the proprietor as to his competency to act as such driver or conductor, and shall obtain from the Inspector hereinafter named a certificate that the vehicle for which a license is applied for is fit for the accommodation and conveyance of passengers.

4. The Mayor of the said Municipal District for the time being shall and is hereby authorized to issue all such licenses in the name and on behalf of the said Municipal Council, and the Mayor shall by endorsement on such license signify his approval of the scale of rates proposed to be charged for the hire of any such vehicle so licensed, not exceeding the rates set forth in Schedule E hereto.

5. Licenses for proprietors, drivers, or conductors of vehicles shall be in form of Schedule B hereto, or to the like effect, and shall be made out, numbered, and registered by the Council Clerk.

6. Every license granted by the Mayor shall be signed by the Mayor, and countersigned by the Council Clerk, and shall be in force until the thirty-first day of December next ensuing the date thereof, and no such license shall include more than one vehicle, but shall extend to any vehicle which shall bear the same number, and shall be used in substitute for any vehicle already licensed and subject to all necessary certificates, any such substituted vehicle being first certified as aforesaid.

7. For every such license or annual renewal thereof there shall be paid to the Council Clerk the several rates set forth in the Schedule hereunto annexed, marked "C."

8. For the license of driver or conductor, which license may be transferred to the successor of such driver or conductor, and for every renewal thereof there shall be paid to the said Municipal Council the sum of two shillings and sixpence for driver—conductor, two shillings.

9. The person or persons in whose name or names a license shall have been obtained, shall be deemed the proprietor of the vehicle in respect of which the same shall have been taken out.

10. No license shall be granted to any person to drive any vehicle unless he be eighteen years of age, or to act as conductor unless he fourteen years of age.

11. Every proprietor of a licensed omnibus or omnibus-car shall provide a driver for the same, and shall be held responsible for the good conduct of the driver, and also for the conductor, if a conductor be employed by him, and shall also be liable for all penalties which such driver or conductor may incur under these By-laws.

12. No proprietor shall be at liberty to part with or lend his license, nor sell or dispose of his licensed vehicle to any person without the knowledge of the Mayor, and if sold shall cause the name of the purchaser, with the approval of the said Mayor, but not otherwise, to be registered on the book of the said Municipal Council, whereupon the purchaser shall become amenable to these By-laws to the same extent as the original licensee; and the purchaser of such vehicle who shall allow the same to

be used or to ply for hire without such knowledge, approval, and registry, shall be considered as plying such vehicle for hire without a license, and liable under these By-laws accordingly.

13. No driver or conductor of any licensed vehicle shall lend his license, nor shall the proprietor of any such vehicle employ any unlicensed person as the driver or conductor thereof.

14. Every person driving or conducting any vehicle and every vehicle shall be deemed to be licensed under these By-laws, on the production of the license-book containing a copy of any such license.

15. The license of the proprietor, driver, or conductor of any vehicle may be cancelled by the Municipal Council of Wickham in case such proprietor, driver, or conductor shall have been convicted of three offences against these By-laws committed within a period of six months next preceding, or for such other cause as to the said Municipal Council may seem sufficient.

16. Such person or persons as may from time to time be in that behalf appointed by the said Municipal Council shall be the Inspector or Inspectors of all licensed vehicles plying for hire within the Municipal District, and such Inspector or Inspectors of all licensed vehicles shall as often as he or they deem necessary inspect all licensed vehicles and also the harness and horse or horses or other animals used in drawing the same; and if such vehicles, horse or horses, animal or animals shall, in his or their opinion, be unfit for public use, he shall report the same in writing to the Mayor, who shall have power to suspend the license of such vehicle until such vehicle, harness, horse or horses, or other animal or animals used in drawing the same shall be in the opinion of the said Mayor in a fit state for public use; and it shall be the special duty of such Inspector or Inspectors at all times to see that as far as possible these By-laws are duly observed and enforced, and the owner of every such vehicle shall upon receipt of a notice in form of Schedule F hereto forthwith put such vehicle in repair.

17. No owner or driver of any vehicle nor any other person shall hinder or obstruct such Inspector or Inspectors in the execution of his or their duty.

18. Proprietors of every licensed vehicle shall cause to be painted or printed thereon the number of the license granted for every omnibus or car in figures not less than four inches in height, and for every hackney carriage, cab, or buggy, in figures not less than two inches in height, and of proportionate breadth, white upon a ground of black on the panel of the door or doors of such vehicle, or on a plate or plates affixed thereon, and also upon each lamp used upon such vehicle or as the Inspector may direct, any such number shall be kept legible and undefaced during all times such vehicles shall ply or be used for hire; and the rate of fare chargeable under license granted for such inside in figures of not less than two inches in height and of proportionate breadth.

19. No proprietor or driver of any licensed vehicle shall demand or take more than the several fares endorsed on the license of such vehicle.

20. The place specified in Schedule D hereto annexed is hereby appointed a public stand for licensed vehicles, provided that the Council may from time to time, as they shall see fit, by resolution abolish or alter the number and situation of the said stand.

21. The proprietor or driver of any licensed vehicle shall not permit the same to stand for hire except at an appointed stand, and shall drive on to such stand before commencing to ply for hire.

22. No driver or conductor of any vehicle while standing at his proper stand (or on Sunday in any part of the said Municipal District), shall endeavour to attract notice by shouting, ringing of bells, blowing of horns, or other noise, nor shall deceive any person in respect to the route or destination of such vehicle by word or sign.

23. The first omnibus or car that arrives at any public stand shall be the first to start therefrom, and the others in due rotation in the order at which they arrive at such stand at intervals of not less than eight minutes and not more than twelve.

24. At every second vehicle on every stand there shall be left a space of at least eight feet, and not more than twelve.

25. Every vehicle on its arrival at any such public stand shall be drawn at the end of, and be the last of the rank, of any vehicle that may be then on such stand. All vehicles shall be arranged only in single rank.

26. No driver of any vehicle other than such as shall be hired by the then occupant for a specific purpose shall suffer the same to loiter in any street or alongside any other vehicle, nor allow his vehicle to remain stationary, except at any appointed stand, longer than it may be necessary for passengers to alight from or enter such vehicle, nor shall the driver of any vehicle obstruct the driver or conductor of any other vehicle in taking up or setting down any person, or wilfully, or wrongfully, or forcibly prevent or endeavour to prevent the driver of any other vehicle from taking a passenger or fare.

27. No driver or conductor of any vehicle, shall whilst driving, loading, or unloading, or attending any vehicle, or whilst on any public stand, wilfully or negligently do or cause or suffer to be done, any damage to the person or property of any one, or be guilty of any breach of the peace, misconduct, or ill-behaviour, or make use of any threatening, obscene, profane, abusive, or insulting language or gesticulation.

28. Every driver, whilst engaged in taking up or setting down any passenger, shall, if required during such taking up or setting down, place his vehicle as near as conveniently may be to that side of the street (and at a line with the kerb-stone or edge of the foot-path), at which the taking up or setting down is required.

29. No omnibus shall pass any other omnibus proceeding in the same direction if the latter be proceeding on its journey at a pace faster than a walk.

30. No licensed vehicle shall be drawn at a pace faster than that commonly known as trotting, and in the event of the conviction of any driver for a breach of this By-law his license may be cancelled by the Municipal Council.

31. No driver or conductor shall carry or knowingly permit to be carried in any licensed vehicle except to some Police Office or Watch-house, any deceased human body, or any person behaving or noisily conducting himself or herself, or otherwise so misbehaving as to occasion any annoyance to any occupant of such vehicle or disturb the public peace.

32. The proprietor of every licensed vehicle shall at all times when plying or employed for hire have the same in good order, with harness perfect and in good condition, and the glasses and frames of such vehicle whole, and the leathers attached to the frames of sufficient strength, and the inside clean and in good repair, and the whole ready and sufficient for duty, with driver and horses competent to perform the journey of such vehicle in due and reasonable time.

33. No driver of any vehicle shall carry more passengers than his vehicle is licensed to carry on the report of the Inspector, nor shall the driver of any cab carry any passenger or person on the driver's box or step behind the same, nor shall the driver or conductor of any omnibus or omnibus car permit or suffer any person except the conductor to be on the foot-step at the back of any omnibus or omnibus car.

34. No driver or conductor shall smoke any pipe or cigar whilst driving or conducting any licensed vehicle engaged on any fare, nor shall any passenger smoke inside or on any vehicle other than a cab without the permission of the driver or against the wish of any passenger.

35. The driver and conductor, if any, of every licensed vehicle shall be constantly attendant upon the same whenever standing or whilst plying or engaged for hire.

36. Every licensed vehicle plying or engaged after sunset shall be provided with a lamp on each side, and the same shall be kept by the driver thereof properly lighted until sunrise if so long plying or engaged.

37. The driver of every omnibus or omnibus car shall provide and keep a lamp properly lighted in such a position inside of every such vehicle as the Inspector may direct whenever such vehicle is plying or engaged at any time between sunset and sunrise.

38. Every lamp used on the outside of any vehicle shall be such and so disposed as to appear white on the front and outer sides and red behind.

39. No vehicle which shall be let to hire by special agreement only, or only when bespoken at the stables or residence of its owner, shall be deemed a licensed vehicle within the meaning of the By-laws, nor shall the owner or driver or conductor of such vehicle be subject to the provisions thereof in any respect whatever.

40. No proprietor or driver or owner of any licensed vehicle shall feed his horse or horses while standing on such stands except with nose bags.

41. No proprietor or driver of any licensed vehicle shall put or allow to be put into any vehicle any horse that is not thoroughly quiet and broken into harness.

42. The driver of any licensed carriage and conductor of every omnibus shall carefully examine his vehicle immediately after setting down his fare, and in every case of property having been left in any vehicle by any person having used or hired the same, such property if found by such driver or conductor, shall be delivered within eighteen hours after such finding to the Council Clerk at the office of the Council, and there deposit it, under a penalty not exceeding twenty pounds.

Dray Regulations.

43. No owner, driver, or any other person having the care and charge of any dray drawn by one or more horses or other animals, shall ride thereon unless he shall be provided with sufficient reins, and no block dray shall be allowed to proceed out of a walking pace.

44. In every case of goods or merchandise being left on any licensed dray or with the driver thereof, by any person having hired or used the same, such property shall be delivered up to such person, or shall within eighteen hours be taken in the state in which it shall have been found to the Council's office, and thence deposited with the Council Clerk.

45. No owner or driver shall at any one time carry on any licensed dray having only two wheels and drawn by one horse, a greater weight than one ton.

46. Whenever any dray hired by the load or distance having taken up a load shall be detained with the same more than fifteen minutes, the hirer shall pay for every fifteen minutes after the first, sixpence, and so on in proportion for any longer period.

47. The number of the license granted for every dray shall be painted white on a ground of black or the reverse on the sides thereof in a conspicuous place in figures not less than three inches in height and of proportionate breadth, with the letters W.M.C. of the same colour immediately above the figures, and the driver or owner of such dray shall at all times keep the same legible and undefaced.

48. No owner or driver of any dray shall demand, receive, or take more than the several fares and amounts which may from time to time be fixed by the said Municipal Council, and no owner or driver of any dray shall permit or suffer any person to be carried therein as a passenger.

49. Any person calling or sending for any licensed dray and not further employing the same, shall pay the sum of two shillings or the fare or hire from the stand or place where the dray was engaged at the driver's option, he shall further for any time the dray may be detained not exceeding a quarter of an hour, pay the sum of one shilling, and for any time not exceeding a second quarter of an hour the sum of sixpence, and any further time at the rate of sixpence for every quarter of an hour.

50. Any person having hired a licensed dray shall pay the legal fare when demanded, and any person neglecting or refusing to do so shall upon conviction, before any two Justices of the Peace pay a penalty of ten shillings.

51. When the hiring of any dray shall be by distance, then such distance shall be computed from the stand or place where the dray was hired.

52. The places enumerated in the Schedule hereto marked E are hereby appointed public stands for drays.

53. No driver of any licensed dray shall suffer the same to stand for hire across any street except so directed by the Inspector or alongside any other vehicle, nor obstruct the driver of any other dray in loading or unloading any goods or merchandise, or wilfully, wrongfully, or forcibly prevent or endeavour to prevent the driver of any vehicle from taking a fare or hiring.

54. Every offender against any of these By-laws to which no specific penalty has been attached shall be liable to a penalty not exceeding twenty pounds.

55. All proceedings for any offence against any of these By-laws shall be taken in the name of the Inspector of Vehicles of the Municipality of Wickham, in a summary way as provided by the Municipalities Act of 1867.

SCHEDULE A.

To the Municipal Council of Wickham, I, _____, residing in _____ street, do hereby request that a license be granted to me to _____ No. _____ within the said Municipality.

SCHEDULE B.

This is to certify that _____ is hereby licensed to a certain _____ number within the Municipal District of Wickham, from the date hereof to the thirty-first day of December next, subject nevertheless to all and every one of the By-laws, Rules, and Regulations in force relating thereto.

Given under my hand at Wickham, this _____ day of _____ in the year of Our Lord one thousand eight hundred and _____

Build _____ colour _____ Mayor, _____
Name _____ stand _____ lining, _____
Fare _____ line of road. _____
Licensed to carry _____ inside passengers, _____ outside.

SCHEDULE C.

Proprietors of—	On and after 1st January in each year to the end of December.
Omnibuses..... each.	£ s. d. 0 5 0
Omnibus cars	0 5 0
Waggonette	0 5 0
Cars	0 5 0
Hackey carriages	0 5 0
Cabs	0 5 0
Drays, carts, and vans.....	0 5 0
Drivers	0 2 6
Conductors	0 2 0

SCHEDULE D.

Stand for licensed vehicles—On the west side of Hannell-street, between Albert-street and Greenway-street.

SCHEDULE E.

From the stand or any place along the line of road between Wickham and Newcastle, or the following places, return journey same fare :—

Wickham to Newcastle, fare.....	s. d. 0 3
„ Tighe's Hill, fare	0 3
„ Glebe, fare.....	0 6
„ New Lambton, fare	0 6
„ Lambton, fare	0 6
„ Waratah, fare	0 6
„ Wallsend, fare	0 9

SCHEDULE F.

To Mr. _____ owner of the _____ numbered _____
Take notice that I, the duly appointed Inspector of Public Vehicles for the Municipal District of Wickham, having this day examined your _____ and find it defective, it being _____, and I therefore prohibit the same from again being used or hired until the repairs above noted are made and approved of by me.

Inspector, Wickham, 18 .

Made and passed by the Council of the Municipal District of Wickham, this twenty-second day of June, in the year of our Lord one thousand eight hundred and eighty-one.

(L.S.) F. R. NIELD, Mayor.
T. W. HOGUE, Council Clerk.

1881.

NEW SOUTH WALES.

MUNICIPALITIES.

(MUNICIPAL DISTRICT OF PENRITH—AMENDED BY-LAWS.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Colonial Secretary's Office,
Sydney, 12th December, 1881.

MUNICIPAL DISTRICT OF PENRITH—AMENDED BY-LAWS.

THE following amended By-laws made by the Council of the Municipal District of Penrith, relating to the times and days of meeting of the Council, to the keeping of swine, and to streets and public places in that Municipality, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867.

HENRY PARKES.

BY-LAWS proposed to be brought into force in the Municipality of Penrith, agreed to by the Council at a regular meeting held on the 15th September, 1881:—

1. That the Council shall meet for the dispatch of business at the hour of 7:30 p.m. on every alternate Thursday; but if it shall happen to be a public holiday, then the meeting shall be held on such other day as the Mayor may appoint.
2. Any person whosoever breeding, feeding, or keeping any kind of swine in any house, building, yard, garden, or other hereditaments, situate and being in or within forty yards of any street or public place, shall be liable to a penalty not exceeding five pounds nor less than ten shillings.
3. Any person setting or placing, or causing or permitting to be set up or placed, upon any footpath any stall-board, chopping-block, show-board, or case (on hinges or otherwise), basket, merchandise, wares, sacks, or goods of any kind whatsoever upon any footway, so as to obstruct the passage of any person upon any such footways within the said Municipality, shall, on conviction, be liable to a penalty not exceeding two pounds nor less than two shillings and sixpence.
4. Any person driving, or causing to be driven, any cart or other vehicle with any night soil or any ammoniacal liquor therein, through or in any street or public place, between the hours of five o'clock in the morning and ten o'clock at night, or filling any cart or other vehicle so as to turn over, or cart any night soil or ammoniacal liquor, slops, mire, or channel dirt, or filth in or upon any of the said streets or other public places within the said Municipality, shall be liable to a penalty not exceeding five pounds nor less than one pound.
5. Any person emptying or beginning to empty or clean out any privy or water closet, or take away any night soil from any house or premises within the streets or public places, or coming with any carts or other vehicles for that purpose, except between the hours of ten o'clock at night and five o'clock in the morning, shall be liable to a penalty not exceeding five pounds nor less than ten shillings.
6. Any person erecting or setting up any horse post, without the permission of the Council, in any street, or after obtaining such permission erecting or setting up the same in any other place than on the exterior edge of the kerbstone or footway of any of the said streets or public places, shall be liable to a penalty not exceeding five pounds nor less than five shillings.
7. No awning or verandah erected over any of the footpaths within the said Municipality shall be covered with bark, shingles, or palings, and any person covering or roofing any awning or verandah with any of the aforesaid materials shall be liable to a penalty not exceeding ten pounds, and if after receiving seven days notice to remove the same and neglect to do so, shall be liable to an additional penalty of five shillings a day so long as the same shall remain, and the Council may remove the same at the expense of the person covering or roofing the same.

Passed by the Council of the Municipal District of Penrith,
this fifteenth day of September, 1881.

(L.S.) ALFRED COLLESS,
Mayor.

ROBERT STUART,
Council Clerk.

1881.

NEW SOUTH WALES.

MUNICIPALITIES ACT OF 1867, AND NUISANCES PREVENTION ACT, 1875.

(MUNICIPAL DISTRICT OF COONAMBLE—BY-LAWS.)

Presented to Parliament, pursuant to Acts 31 Vic. No. 12, sec. 158, and 39 Vic. No. 14, sec. 18.

Colonial Secretary's Office,
Sydney, 14th April, 1881.

The following By-laws, made by the Council of the Municipal District of Coonamble, having been confirmed by His Excellency the Governor, with the advice of the Executive Council, are published in accordance with the requirements of the Municipalities Act of 1867 and the Nuisances Prevention Act 1875.

HENRY PARKES.

Meetings of Municipal Council and duties of Mayor and Aldermen.

1. The Council shall meet at the Court-house, or other place that may hereafter be appointed within the Municipal District of Coonamble, at 7.30 o'clock p.m. on every alternate Tuesday, for the transaction of business, unless otherwise adjourned, subject, however, to the provisions of the Municipalities Act of 1867.
2. There shall be two half-yearly meetings of the Council in the months of March and September in each Municipal year, for the purpose of making up the accounts of the Municipality for the half-year respectively expiring in the preceding months of February and August in such year, and auditing the same.
3. The Mayor or presiding Alderman shall preserve order, and his decision on disputed points of order shall be final.
4. The Mayor or presiding Alderman may take part in all the proceedings of the Council.
5. When the Mayor or presiding Alderman is called upon to decide upon a point of order or practice, he is to state the rules applicable to the case without argument or comment.
6. The Mayor or presiding Alderman shall put all questions, and declare the sense of the Council thereon.
7. If two or more Aldermen rise to speak at the same time the Mayor or presiding Alderman shall decide which Alderman is entitled to pre-audience.
8. The Mayor or presiding Alderman may, without waiting for the interposition of any Alderman, call to order any Alderman proceeding to speak a second time on the same subject, except in a way of explanation only, or of reply by the mover of any motion then under consideration.
9. The Mayor or presiding Alderman shall, on every motion made, put the question first in the affirmative, and then in the negative, and he may do so as often as may be necessary to enable him to form and declare his opinion from the show of hands as to which party has the majority.
10. Every Alderman shall enter his name and address in a book to be kept by the Council Clerk, where summonses and other papers may be left for him.
11. Every Alderman present at any meeting shall record his vote openly upon all subjects.

Order of Business.

12. The business of the Council shall be taken in the following order:—
 - a. Reading, confirming, and signing minutes of last meeting.
 - b. Reading of copies of letters sent by authority of Council.
 - c. Reading of letters received, and considering and ordering thereon.
 - d. Reception and reading of petitions and memorials, but without discussion.
 - e. Reception and reading of reports from Permanent and Select Committees, and ordering thereon.
 - f. Order of the Day and Adjourned motions.
 - g. Motions according to notice.
 - h. Payment of accounts and special payments.
13. All motions shall be made and petitions presented by Aldermen in their places, and every Alderman shall stand when speaking and address the Chair.
14. The Order of the Day shall include all business of which no notice has been given, and all matters arising out of former meetings of the Council.
15. Any motion entered on the notice paper, and the Alderman having given notice of the same being absent, and no other Alderman having been deputed to bring forward such motion when the business is called on, shall be struck out of the paper.
16. Any number of amendments may be proposed on a motion before the Council, and when more than one amendment is moved the question shall first be put on the last amendment, and then on the next preceding, and so on, in the reverse order in which they were moved, except when such motion or amendment shall relate to the acceptance of tenders, the fixing of salaries, or other matters of finance, in which case the lowest sum shall be put first, then the next lowest, and so on to the highest.
17. It shall not be necessary for any motion to be seconded.
18. Motions for adjournment shall be put without discussion, and if negatived it shall not be competent for any Alderman to make a similar motion until half-an-hour shall have elapsed.

19. Motions to rescind or to vary a former vote of the Council shall not be moved without express notice for the purpose given in writing at least four days previous to the meeting at which it is intended to move the same.

Notices of Motion.

20. The Council Clerk shall enter in a book to be kept for that purpose, to be called the "Notice Book," all notices of motion in the order in which they are received.

Petitions.

21. No discussion shall take place on the presentation of any petition without notice of motion given after its reception.

22. It shall be incumbent on any Alderman presenting a petition to acquaint himself with the language thereof, and to report to the Council that he considers it unobjectionable in that respect.

23. All petitions shall be received only as the petitions of the party signing the same.

Committees and their Reports.

24. No Committee shall consist of less than three members of the Council, which number shall form a quorum.

25. The mover of any motion for a Committee shall be a member thereof, and at all meetings of such Committee the Mayor, if a member, shall preside, or if he be not a member then such Alderman shall preside as a majority of the members of the Committee shall have appointed permanent Chairman thereof; and in the absence of the Mayor or the permanent Chairman respectively, such Chairman as the members present shall appoint shall preside.

26. No report of any Committee shall be adopted unless due notice of motion for that purpose be given after its reception.

27. The rules of the Council shall be observed in a Committee of the whole Council, except the rule limiting the number of times of speaking.

Order of Debate.

28. Any Alderman proposing a motion or amendment, or discussing any matter, shall not be interrupted, unless by a call to order, when he shall sit down, the Alderman calling to order shall then be heard, and the question of order decided before the subject is resumed or any other business proceeded with.

29. Any Alderman proposing a motion or any amendment must state the nature of it before addressing the Council.

30. Except in Committee no Alderman shall speak twice on the same question unless in explanation, when he has been misrepresented or misunderstood: Provided, however, that the mover shall be allowed to reply, and that every Alderman shall have the liberty of speaking once on every amendment as well as on the original motion.

31. No Alderman shall digress from the subject under discussion, nor shall he speak upon any motion or amendment for a longer period than fifteen minutes without the consent of the Council.

32. A debate may be adjourned to a later hour of the same evening or to another day to be specified.

33. The Alderman upon whose motion any debate shall be adjourned by the Council shall be entitled to pre-audience on the resumption of the debate.

34. It shall be competent for any Alderman to divide the Council on any question, both in full Council and Committee, and the Mayor or presiding Alderman shall take the division in the usual way—by show of hands; and the names given by the Mayor or presiding Alderman to the Council Clerk shall be taken down by him and recorded.

35. All divisions of the Council shall be entered in the minute book.

36. Any Alderman using offensive or abusive language towards any other Alderman, or persisting in speaking when requested by the Mayor or presiding Alderman to desist, or refusing to sit down when called to order by the Mayor or presiding Alderman, shall forfeit and pay for every such offence a sum of money not being less than five shillings nor exceeding five pounds.

The Estimate.

37. No work affecting the expenditure of the funds of the Municipality shall be undertaken until an estimate of the cost thereof shall have been laid before the Finance Committee, reported thereon at the next meeting, and approved of by the Council.

38. A Committee or Surveyor shall in all cases be appointed to inspect the work performed as soon as completed, and on the written approval of such Committee or Surveyor the same shall be paid for.

39. It shall be lawful for any ratepayer at any time previous to any tender for work being accepted, to petition the Council in support of or against the expenditure on account of such contract.

Council Clerk's Duties, &c.

40. The Council Clerk, in addition to the duties which by the Municipalities Act of 1867, or by the present or any other By-laws thereunder he may be required to perform, shall be the Clerk of all Revision Courts held in the Municipal District under the provisions of the said Municipalities Act. He shall also, under the direction of the Mayor, conduct all correspondence which may be necessary on the part of the Council. He shall likewise have charge of all the records of such Council, except such book or documents as may (as hereinafter provided) be entrusted to any other officer, and shall be responsible for the safe keeping of such records. He shall generally assist the Mayor in carrying out the orders of the Council and the duties of such Mayor.

41. The Treasurer's cash-book and the Banker's pass-book shall be laid before the Council at all its sittings.

By-laws.

42. That no new By-law shall be proposed at any meeting unless notice in writing has been duly given, and no new By-law, amendment, or repeal shall be finally passed at the meeting at which it is first proposed.

43. That not less than seven days shall intervene between the meeting at which the new By-law, amendment, or repeal shall be proposed, and the meeting at which the same shall be passed by the Council.

44. That any proposed new or amended By-law, or repeal of any existing By-law, shall be filed in the Council Clerk's office for the inspection of the Aldermen or inhabitants of the Municipal District from the time at which it is proposed until the meeting at which it is to be finally adopted.

45. Any one or more of the By-laws of the Council relating to the conduct of the business thereof, may be suspended *pro tempore* in cases of emergency, if notice of the intended motion for that purpose be given to the Council Clerk four days previous to the day of meeting at which such motion shall be intended to be made, and the majority of Aldermen present agree thereto, or, without such notice, if the whole of the Aldermen present at such meeting agree thereto.

Miscellaneous Regulations.

46. All contracts for Municipal works shall be by tender, or otherwise, as the Council may see fit.

47. No Alderman or officer of the Council shall be surety for any contractor or officer of the Municipality.

Collector of Rates.

48. That if necessary a duly qualified person shall be appointed for the collection of the Municipal rates, and the remuneration shall be an agreed per centage upon the actual amount collected by such officer from the ratepayers.

49. That such rates shall be collected by half-yearly instalments.

50. The collector of such rates for the time being, if appointed, shall be Bailiff for the Municipality, and in the meantime, until such Collector be appointed, a proper person shall be appointed as Bailiff.

51. The Collector, if appointed, shall in accordance with the provisions of the Municipalities Act of 1867, collect the rates when made from the ratepayers, and shall from time to time report the result of his collection to the Council, and shall execute all warrants for distress, or take such proceedings for enforcing payment of the said rates, if in arrear, as the Mayor or any person who may for the time being be duly authorized to perform the duties of that office shall direct.

52. The Collector, if appointed, shall keep such books required for the collection of rates as shall be furnished him by the Council Clerk, and shall produce the same for the inspection of any ratepayer at any reasonable time.

53. All levies and distresses shall be made under warrant in the form of the Schedule hereunto annexed and marked with the letter A, under the hand of the Mayor or any person who may for the time being be duly authorized to perform the duties of that office.

54. The Bailiff shall be paid for every levy made by him under these By-laws the fees mentioned in the Schedule hereunto annexed and marked C.

SCHEDULE A.

Warrant of Distress.

I, _____, Mayor of the Municipal District of Coonamble, do hereby authorize you, _____, the Bailiff of the said Municipal District, to distrain the goods and chattels in the dwelling-house (or in and upon the land and premises) of _____, situate in _____ street, Coonamble, for _____ being the amount of rates due to the Corporation of the said Municipal District to the _____ day of _____ for the said dwelling-house (or other premises as the case may be) and to proceed thereon for the recovery of the said rates according to law.

Dated this _____

188 .

Mayor.

SCHEDULE B.

Inventory.

I have this day, in virtue of the warrant under the hand of the _____ of the Municipal District of Coonamble, dated _____, distrained the following goods and chattels in the dwelling-house (or in and upon the land and premises) in the occupation of _____, situate at _____, within the said Municipal District, for _____, being the amount of rates due to the said Municipal District to _____ day of 188 _____.

List of Goods and Chattels distrained on

Dated this	day of	188 _____

SCHEDULE C.

Fees of Bailiff.

For making entry and inventory, three shillings; if in possession more than five hours, three shillings additional; and for every subsequent day while in possession, six shillings per day, and five per cent. upon the net proceeds of sale, with actual cost of advertisements, if any.

Placards not to be affixed on walls without consent.

55. It shall not be lawful for any person to paste or otherwise affix any placard or other paper upon any wall, house, or fence, or erection, or deface with chalk, paint, or other matter, any such wall, house, fence, or erection, unless with the consent of the owner thereof, and every person who shall be guilty of any such offence shall pay a sum not exceeding twenty shillings nor less than five shillings.

Prevention and extinguishing fires.

56. It shall be lawful for the Mayor, upon the representation of one or more householders, that fire is being used to the danger of contiguous buildings, to cause a notice in writing to be served upon or left at the residence of the owner or occupier of the premises on which any such fire may exist, and direct (if the urgency of the case should require it) that the said fire should be extinguished at once, or within any reasonable time afterwards which he may deem expedient.

57. If by reason of the neglect of the occupier of any house or building any chimney within the limits of the Municipality shall take fire, such occupier shall on conviction forfeit and pay for every such offence any sum not exceeding forty shillings.

Care and management of the Public Roads and Streets and Public Thoroughfares of the Municipal District.

58. Whenever any footway shall have been marked out, the Surveyor or person acting for him may, with the sanction of the Council, cause the same to be levelled, and made as nearly as practicable of equal height and breadth and with an equal slope and inclination, and for this purpose may remove any flagging, steps, or other matter or thing that may injure or obstruct the said footway or render it unequal or inconvenient, and which now is, or may hereafter be erected or placed on the space marked out for any of the said footways.

59. The Surveyor or person acting for him may at any time by order of the Council cause the traffic of any street, lane, or thoroughfare, or any portion thereof, to be stopped for the purpose of repairing the same, or for any necessary purpose, and any person or persons offending against this By-law, either by travelling on or by removing or destroying any obstruction that may be placed thereon for the purpose of suspending the traffic, shall forfeit and pay a penalty not exceeding five pounds for every such offence.

Entrance to Premises.

60. In all cases where access is necessary from a street or road to any yard, private way, lane, or premises, the person or persons requiring and using the same shall form and maintain at his or their cost a crossing over the footpath through the full depth thereof, to be formed and constructed as the Council or their Surveyor shall direct, under a penalty not exceeding twenty pounds nor less than ten shillings: Provided in all cases where the Council shall consider crossings necessary, and the person or persons interested shall fail to make application for the construction thereof, the Council shall have power to form any such crossings.

New roads to be reported on.

61. No new public road, street, way, reserve, or other place proposed to be dedicated to the public shall be taken under the charge and management of the Council, until such road, street, way, or reserve, shall have been examined by the Improvement Committee and reported upon to the Council by such Committee.

Plans of proposed new road &c., to be deposited.

62. Whenever any proprietor or proprietors of land within the said Municipality shall open any road, street, or way, or lay out any park, or other place for public use, or recreation, through or upon such land, and shall be desirous that the Council shall undertake the care and management of such road, street, way, reserve, or other place, he or they shall furnish the Council with a plan or plans signed by himself or themselves showing clearly the position and extent of such road, street, way, reserve, or other place aforesaid.

Dedications of new roads, &c.

63. If the Council determine to take charge of any such road, way, or other place as aforesaid, the plan or plans so signed as aforesaid shall be preserved as a record or records of the Council, and the proprietor or proprietors aforesaid shall execute such further instrument dedicating such road, way, reserve, or other place to public use or recreation as aforesaid as may be considered necessary by the Improvement Committee, and such further instrument of dedication shall also be preserved as a record of the Council.

Improvement Committee to fix street levels, &c.

64. The Improvement Committee or any officer or person acting under the supervision of such Committee, shall, subject to such orders as shall from time to time be made by the Council on that behalf, fix and lay out the levels of all public roads, streets, and ways within the Municipality, and the carriage and footways thereof; and it shall be the duty of such Committee, officer, or person to place posts at the corners or intersections of any such public roads and streets, wherever the same may be considered necessary or desirable by the Council: Provided that there shall be no change of level in any such public road, street, or way, until the same shall have been submitted to and adopted by the Council, as hereinafter directed.

Change of street level.

65. Whenever it may be deemed necessary to alter the level of any such public road, street, or way as aforesaid, the Improvement Committee shall cause a plan and section showing the proposed cuttings and fillings to be exhibited at the Council Chambers for fourteen days, for the information and inspection of ratepayers, and shall notify by advertisement in some newspaper circulating in the Municipality that such plan is so open to inspection. At a subsequent meeting of the Council the said plan and section shall, if adopted, be signed by the Mayor or Chairman and the proposer and seconder of the motion for such adoption, and countersigned by the Council Clerk, and such plan and section so signed and countersigned shall be a record of the Council.

Turf, gravel, stone, &c., not to be removed from streets without permission.

66. Any person who shall form, dig, or open any drain or sewer, or remove or cause to be removed, any turf, clay, sand, soil, gravel, stone, or other material, or any road scrapings, or sweepings in, or from any part of the carriage or footway of any street, or any other public place within the said Municipality, without leave first had and obtained from the Council, or who shall wantonly break up or otherwise damage any such carriage or footway, shall on conviction forfeit and pay for every such offence any sum not exceeding five pounds nor less than one pound.

67. No person shall be allowed to remove loam, sand, gravel, or other material from any reserve or other lands of the Municipality without authority in writing of the Council, or their duly authorized officer, under a penalty not exceeding two pounds; any person offending against this By-law shall be liable to a penalty of not less than one pound or more than forty shillings. The driver of any vehicle shall for the purposes of the By-laws be held and taken to be the owner thereof until the contrary be shown.

Holes to be enclosed.

68. Any person or persons who shall dig or make, or cause to be dug or made, any hole, or leave or cause to be left, any hole adjoining or near to any street or public place within the Municipality for the purpose of making any vault or vaults, or the foundation or foundations to any house or building, or for any other purpose whatsoever, or shall erect or pull down any building, and shall not forthwith enclose the same, and keep the same enclosed, in a good and sufficient manner to the satisfaction of the Improvement Committee of the said Municipality, or shall keep up, or cause to be kept up, and continued any such enclosure for any time which shall be of no longer than shall be absolutely necessary in the opinion of the said Committee, and shall not place lights upon each side of the said enclosure, and keep the same constantly burning from sunset to sunrise during the continuance of such enclosure, shall forfeit and pay for every such refusal or neglect any sum not being less than forty shillings nor exceeding five pounds.

Open spaces and steps adjoining footways to be enclosed.

69. Every owner or occupier of any house, building, or premises, or land within the said Municipality, having any entrance, area, garden, or other open space, or any vacant building lot, waterhole, or excavated space adjoining the footway of any street or public place in such Municipality, shall protect and guard the same by good and sufficient rails, fences, or other enclosures, so as to prevent danger to persons passing and re-passing; and every such owner or occupier of any such house, building, premises, or land having any steps adjoining the footway of any such street or public place shall in like manner protect and guard the same by fences, rails, or other enclosures, so as to prevent the like danger to persons passing and re-passing, and on failure thereof of every such owner or occupier shall as often as he shall be convicted of such offence forfeit and pay a sum not being less than forty shillings nor more than five pounds; and every such owner or occupier as aforesaid who shall fail to erect such fences or other enclosures as aforesaid, shall be deemed guilty of a further offence against the By-law.

Wells to be covered over.

70. Every person who shall have a well situated between his or her dwelling-house, or the appurtenances thereof, and any road, street, or footway, within the limits of the said Municipality, or at the side of, or in the yard, or place open or exposed to such road, street, or footway within the limits of the said Municipality, or at the side of, or in any yard or place open or exposed to such street, road, or footway, shall cause such well to be securely and permanently covered over; and if any person having such well as aforesaid, shall fail to cover over and secure the same within twenty-four hours after notice in writing shall have been given to him or her by any officer of the said Council, or shall have been left for such person at his or her usual or last place of abode, or on the said premises, shall on conviction forfeit and pay a sum of ten shillings, and for every day after such notice that such well shall remain open or uncovered, contrary to the provisions therein, such person shall be deemed guilty of a separate offence against this By-law.

Drawing or trailing timber.

71. Any person who shall haul or draw, or cause to be hauled or drawn, upon any part of any street or public place within the said Municipality, any timber, stone, or other thing otherwise than upon wheeled vehicles or barrows, or shall suffer any timber, stone, or other thing which shall be carried principally or in part upon any wheeled vehicle or barrow to drag or trail upon any part of such street or public place, to the injury thereof, or to hang over any part of any such vehicle or barrow so as to occupy or obstruct the street beyond the breadth of the said vehicle or barrow, shall upon conviction forfeit and pay for every such offence a sum not more than forty shillings nor less than five shillings over and above the damage occasioned thereby.

Driving carriages, horses, &c., on foot-ways, and throwing filth, &c.

72. Any person who shall throw, cast, lay, or shall cause, permit, or suffer to be thrown, cast, or laid, or to remain, any ashes, rubbish, offal, dung, soil, dead animal matter, or other filth or annoyance, or any matter or thing, in or upon the carriage-way or foot-way, or any street or other public place in the said Municipality, or shall kill, slaughter, dress, scald, or cut up any beast, swine, calf, sheep, lamb, or other animal in or so near to any such street or other public place as that any blood or filth shall run or flow upon, or over, or be on any or either of any such carriage or foot way, or shall run, roll, drive, draw, place, or cause, permit, or suffer to be run, rolled, driven, drawn, or placed upon any of the said foot-ways of any such street or public place any waggon, cart, dray, sledge, or other carriage, or any wheelbarrow, handbarrow, or truck, or any hogshead, cask, or barrel, or shall wilfully lead, drive, ride, or allow to remain any horse, ass, mule, or other beast upon any such foot-way, or do, or cause to be done, any damage to the kerbing, streets, pathways, roads, lanes, or gutters of the Municipality, shall upon conviction, forfeit and pay for the first offence a sum not exceeding forty shillings nor less than five shillings; for the second offence a sum not exceeding five pounds nor less than ten shillings; and for a third and every subsequent offence a sum not exceeding ten pounds nor less than one pound for each such offence.

Throwing or allowing slops, &c., on carriage and foot ways not allowed.

73. Any person who shall cast or throw, or shall cause, suffer, or permit to be cast or thrown, upon any foot-way or carriage-way any soap-suds, slops, or refuse water, or any refuse vegetables, or any other matter or thing, or shall cause or suffer, or permit the same to run or flow from any premises in his or her occupation over any such footpath or carriage-way, shall for every such offence suffer and pay a sum not exceeding two pounds nor less than five shillings.

Placing carriages, goods, &c., on footpath—not removing when required—replacing same.

74. Any person who shall set or place, or cause or permit to be set or placed any stall, board, chopping-block, show-board (on hinges or otherwise), basket, wares, merchandise, casks, or goods of any kind whatsoever, or shall cause to be looped, placed, washed, or cleansed any pipe, barrel, cask, or vessel in or upon or over any carriage or foot way, in any street or public place within the said Municipality, or shall set out, lay, or place, or shall cause or procure, permit or suffer, to be set out, laid, or placed any coach, cart, van, waggon, dray, wheelbarrow, handbarrow, sledge, truck, or other carriage upon any such carriage-way, except for the necessary time of loading and unloading such cart, van, waggon, dray, sledge, truck, or other carriage, or taking up and setting down any fare, or waiting for passengers when actually hired, or harnessing or unharnessing the horses or other animals from such coach, cart, wain, waggon, dray, sledge, truck, or other carriage, or if any person shall set or place, or cause to be set or placed, in or upon or over any such carriage or foot way any timber, stones, bricks, lime, or other materials or things for building whatsoever (unless the same be enclosed, as herein directed), or any other matters or things whatsoever, or shall hang out or expose, or shall cause or permit to be hung out or exposed, any meat or offal, or other thing or matter whatsoever, from any house or other building or premises, or any other matter or thing from and on the outside of the front of any house or other building or premises over or next unto any such street or public place, and shall not immediately remove all or any such matters or things being thereto required by the Inspector of Nuisances, or other proper officer of the Council, or if any person who having in pursuance of any such requisition as aforesaid removed or caused to be removed any such stall, board, show-board, chopping-block, basket, wares, merchandise, casks, goods, coach, wain, waggon, dray, wheelbarrow, sledge, truck, carriage, timber, stones, bricks, lime, meat, offal, or other matters or things, shall at any time hereafter again set, lay, or place or put out, or cause, procure, permit, or suffer to be set, laid, placed, or exposed, or put out the same, or any of them, or any other stall, board, show-board, chopping-block, basket, wares, merchandise, goods, timber, stores, bricks, lime, coach, cart, wain, waggon, dray, truck, wheelbarrow, handbarrow, sledge, meat, offal, or other things or matters whatsoever (save and except as aforesaid) in, upon, or over any such carriage-way or foot-way, or next unto any such street or public place as aforesaid, shall upon conviction for every such offence forfeit and pay for the first offence a sum not exceeding forty shillings nor less than five shillings; for the second offence a sum not exceeding five pounds nor less than ten shillings; and for the third and every subsequent offence a sum not exceeding ten pounds nor less than one pound.

Verandahs and awnings may be erected, subject to approval of Council.

75. Nothing in these By-laws contained shall be deemed to prevent any person from placing or fixing a movable awning, or erecting a verandah in front of his or her shop or house: Provided that such awning shall be at least ten feet above the proper levels of the foot-ways, and according to plans and specifications of the Council for the time being, and that the posts of the said awning and verandah, together with all framework connected therewith, shall be prepared and erected to the satisfaction and approval of the Council, as they may from time to time direct.

Riding on drays, careless driving, &c.

76. If the driver of any waggon, wain, cart, or dray of any kind shall ride upon any such carriage in any street as aforesaid, not having some person on foot to guide the same (such carts as are drawn by one horse and driven or guided with reins only excepted), or if the driver of any carriage whatsoever shall wilfully be at such a distance from such carriage, or in such a situation whilst it shall be passing upon such street, that he cannot have the direction and government of the horse or horses or cattle drawing the same, or if the driver of any waggon, cart, dray, or coach, or other carriage whatsoever meeting any other carriage shall not keep his waggon, cart, dray, or coach, or other carriage on the left or near side of the road, street, or thoroughfare, or if any person shall in any manner wilfully prevent any other person or persons from passing him or her or any carriage under his or her care upon such street, or by negligence or misbehaviour prevent, hinder, or interrupt the free passage of any carriage or person in or upon the same. Every driver or person so offending shall upon conviction forfeit and pay any sum not exceeding forty shillings.

Riding or driving furiously, &c.

77. Any person who shall ride or drive through or upon any street or public place within the said Municipality so negligently, carelessly, or furiously that the safety of any other person shall or may be endangered, shall on conviction forfeit and pay a sum not exceeding ten pounds nor less than one pound.

Vehicles driven after sunset to carry lights.

78. Any person driving any vehicle within the said Municipality between sunset and sunrise, shall carry a light on such vehicle in a conspicuous place. Any one offending against this By-law shall be liable to a penalty not exceeding one pound.

Public property.—Injuring or extinguishing lamps.

79. Any person who shall wantonly or maliciously break or injure any lamp or lamp-post, or extinguish any lamp set up for public convenience in the said Municipality, shall, over and above the necessary expense of repairing the same, and if such damage be wilfully done, shall forfeit and pay a sum not exceeding twenty pounds or less than five pounds.

Damaging buildings.

80. Any person who shall damage any public building, punt, boat, toll-gate, toll-bar, toll-board, wall, parapet, fence, sluice, bridge, culvert, sewer, watercourse, or other public property within the said Municipality, shall pay the cost of repairing the same, and if such damage be wilfully done shall forfeit and pay a sum not exceeding twenty pounds nor less than five pounds.

Damaging trees.

81. Any person who shall wilfully, and without the authority of the Council, cut, break, bark, root up, or otherwise destroy or damage the whole or any part of any tree, sapling, shrub, or underwood growing in or upon any street or place under the management of the Council, shall forfeit any sum not exceeding ten pounds nor less than one pound.

Obstructing public path-ways.

82. That the owner or occupier of any land situated on the side of any street or road in this Municipality, who shall permit any tree, shrub or plant kept for ornament or otherwise to overhang any foot-path or foot-way on the side of any such street or road so as to obstruct the passage thereof, and who on demand made by the Council or their overseer or Inspector, shall not cut, or cause to be cut, lop, or cause to be lopped, all such trees, shrubs, or plants to the height of 8 feet at least, the said Council and their servants, labourers, and workmen, may cut, or cause to be cut or lopped, all such overhanging trees, plants, or shrubs, and to remove or burn any such portion of such trees, plants, or shrubs so cut or lopped without being deemed a trespasser or trespassers; and in case any person or persons shall resist, or in any manner forcibly oppose the said Council, or their servants, labourers, or workmen, in the due execution of the powers given in this behalf by virtue of the Municipalities Act of 1867, every person so offending, shall on conviction for every such offence, forfeit and pay any sum not exceeding ten pounds.

Erection of houses, &c., to be notified.

83. No person shall be permitted to erect any house, shop, or other building, in any street, lane, or place in the Municipality, without first serving notice in writing on the Mayor or Council Clerk, on any lawful day, between the hours of nine a.m. and four o'clock p.m., stating such intention, and describing the proposed situation of the building or erection, and without having received any authority from the Mayor or Council Clerk, who will give the required level and alignment, if in a proclaimed street, on payment of a fee of five shillings. No person shall be at liberty to encroach beyond the building line in any street or lane by the erection of houses, verandahs, doorsteps, fences, or any other obstruction whatever; any person offending against this By-law, shall pay for the first offence a sum not exceeding five pounds nor less than one pound; for a second offence a sum not exceeding ten pounds nor less than five pounds; and for every subsequent offence not more than fifty pounds nor less than ten pounds.

Houses to be properly spouted.

84. All proprietors of houses and other buildings within this Municipality, having a frontage to any main thoroughfares, shall be required to have the roofs of the said buildings sufficiently spouted and connected with suitable downpipes and conductors to be carried under the surface of the footpaths into the gutters or away from the public streets to the satisfaction and approval of the Council, under a penalty of ten shillings on conviction; and if not remedied at the expiration of one day after such conviction, the offender shall be again liable for a like penalty for every day or part of a day that the same shall not be remedied, and together with the cost of repairing all damage to such foot-paths resulting from such neglect.

Houses and erections not to encroach on foot-paths.

85. Whenever any road, street, or lane, has been marked out in the manner herein provided, no house, shop, fence, or other structure shall, except as hereinafter mentioned, be allowed to project or encroach on any part thereof. And it shall not be lawful for any person to erect or put up any building, erection, obstruction, fence, or enclosure, or to make any excavation, hole, &c., or opening, in, under, upon, or near to any such road,

street, lane, or thoroughfare, unless the consent of the Council or Mayor has been obtained to the erecting or making of any such building, erection, obstruction, fence, or enclosure, excavation, hole, or opening as aforesaid; and every person offending against this By-law, shall forfeit and pay for the first offence, a sum not exceeding five pounds nor less than twenty shillings, and for the second and every subsequent offence, a sum not exceeding ten pounds nor less than two pounds.

No balcony to project more than five feet.

86. No balcony shall be erected so as that the same or any part thereof shall project or hang over the foot-way of any street, road, or thoroughfare which shall be less than forty feet in width, and no balcony which shall project or hang over any street, road, or thoroughfare, shall be more than five feet wide, nor less than ten feet in height from the bottom of the floor joists to the proper level of the foot-way; and every person who shall offend against this By-law, shall on conviction, forfeit and pay a sum not exceeding five pounds nor less than one pound for every day that such balcony shall be allowed to remain after such conviction.

Encroachment to be removed on notice.

87. The surveyor or such other officer or person as aforesaid may, at any time, on the order of the Council, and upon due notice of thirty days, direct the removal of any building, fence, or other obstruction or encroachment in or upon any road, street, lane, or thoroughfare under the charge of the Council. Notice shall in this case be served either personally or at the usual or last-known place of abode of the person to whom such obstruction or encroaching structure belongs, or who has erected the same, or caused it to be erected.

Council may remove at expense of offender or proceed for breach of By-law.

88. In any case when, after service of notice for the removal of any obstruction or encroachment as aforesaid, the person causing or permitting the same shall not remove it within thirty days after service of said notice, it shall be lawful for the said Council to direct the removal of the same under the superintendence of its own proper officer, and at the cost of the person so offending (provided that the expenses hereby incurred shall in no case exceed the sum of ten pounds), or at the option of the Council, to proceed against the offender for breach of By-law, the penalty for the first offence not to exceed twenty-five pounds nor less than twenty shillings, and for a second and every subsequent offence a sum not exceeding twenty-five pounds nor less than five pounds.

To apply to obstructions by digging, &c.

89. The foregoing provisions shall be equally applicable to all obstructions by digging or excavation.

Swine not to be kept.

90. Any person who shall breed, feed, or keep any kind of swine in any house, building, yard, garden, or other tenement, situate and being in or within twenty yards of any street or public place, or any dwelling-house in the said Municipality, shall on conviction forfeit and pay for every such offence a sum not exceeding forty shillings nor less than five shillings.

Swine not to wander about streets.

91. Any person who shall breed, feed, or keep any kind of swine in any house, yard, or enclosure, situate and being in or within twenty yards of any street or public place in the Municipality, or who shall suffer any kind of swine, or any horse, ass, cattle, mule, sheep, goat, or any animal of like nature belonging to him, or under his charge, to stray or to go about, or to be tethered or depastured in any street, road, or public place within the Municipality, shall forfeit and pay for every such offence a sum not exceeding forty shillings nor less than five shillings. Provided that if after due inquiry shall have been made, and the owner thereof cannot be discovered, it shall be lawful for the said Council to cause to be destroyed any swine or goats so straying or injuring property of any description.

Hog-styes and nuisances not removed on notice.

92. In case any privy, hog-stye, or any sink, cesspool, yard, or enclosure, or any matter or thing which shall at any time be in any place within the Municipality, shall be or become a nuisance, it shall be lawful for the Council after due investigation, by notice in writing, to order the removal of the said nuisance within seven days after such notice shall have been given to the owner or occupier of the said premises wherein such nuisance is situated, or shall have been left for such owner or occupier at his or her last or usual place of abode, or on the said premises, and every such owner or occupier refusing or neglecting to remove or abate such nuisances pursuant to such notice, and to the satisfaction of the Council, shall forfeit and pay a sum not exceeding ten pounds nor less than forty shillings.

Dead animals in certain cases to be removed at cost of Municipality.

93. If any animal shall die in any public street or place within the said Municipality, and the owner, or any person having charge of such animal, cannot at the time be found or ascertained, it shall be immediately removed by the Inspector of Nuisances or other officer appointed by the said Council, and destroyed in the manner aforesaid at the cost of the said Municipality.

Dead animals not to be thrown into public places, reserves, or watercourses.

94. Any person who shall cast any filth, rubbish, or any dead animal, or any animal, with intent of drowning such animal, into any public watercourse, waterhole, bay, creek, or canal, or shall obstruct or divert from its channel any sewer, canal, or watercourse, shall forfeit a sum not exceeding five pounds nor less than ten shillings, and shall, in addition to such penalty, pay the cost of removing such filth or obstruction, or of restoring such watercourse, sewer, or canal to its proper channel.

Suppression of Nuisances, &c.

95. In case any privy, hogstye, or any other matter or thing whatsoever, which shall at any time be or become a nuisance by causing unwholesome smells to arise within any part of the Municipality, it shall be lawful for any two Justices, upon complaint thereof by any person, to investigate such complaint, and to order that such privy, hogstye, boiling-down establishment, or other matter or thing, being a nuisance as aforesaid, to be cleansed, removed, or discontinued, as the case may be, within seven days after such order has been made, and notice given to the owner or occupier of the premises whereon such nuisance shall exist, and every such owner or occupier neglecting to remedy or remove such nuisance, pursuant to such notice or order, to the satisfaction of such Justices, shall forfeit and pay a sum of ten pounds for every such neglect or disobedience.

Cleansing private avenues, yards, &c.

96. Any owner or occupier of any house or place within the said Municipality, who shall neglect to keep clean any private avenues, passages, yards, and ways within the said premises, so as by such neglect to cause a nuisance, by offensive smell or otherwise, shall on conviction forfeit and pay a sum not exceeding forty shillings nor less than ten shillings for every such offence.

Placing dead animals on premises.

97. Any person who shall place, or shall cause or suffer to be placed, upon any land or premises within the Municipality, any dead animal, blood, offal, night-soil, or any other offensive matter, so as to become a nuisance to the inhabitants thereof, shall on conviction suffer and pay a penalty not exceeding five pounds nor less than ten shillings for every such offence.

Allowing dead animals to remain on premises.

98. Any owner or occupier of any land or premises who shall suffer or permit any dead animal, blood, offal, night-soil, or any other offensive matter, to remain upon the said land or premises, after notice shall have been given to remove the same, shall be subject to a penalty not exceeding two pounds nor less than ten shillings for every day that the same shall so remain.

Butchers' shambles, slaughter-houses, &c. to be cleansed.

99. For preserving the cleanliness of the said Municipality, and the health of the inhabitants thereof, it shall be lawful for the Inspector of Nuisances, or for any other officer or officers appointed by the Council from time to time, and when and as often as he or either of them shall see occasion to visit and inspect the butchers' shambles, slaughter-houses, butchers' carts, casks, baskets, and other utensils used by them, boiling-down establishments, tanneries, and fellmongering establishments in the said Municipality, and to give such directions concerning the cleansing of the said shambles, slaughter-houses, tanneries, and establishments, both within and without, as to him shall seem needful, and any butcher, or any owner or occupier of any such shamble, slaughter-house, tannery, or establishment who shall refuse or neglect to comply with such directions within a reasonable time, shall forfeit a sum not exceeding ten pounds nor less than ten shillings.

Inspection of offensive premises.

100. Upon the reasonable complaint in writing of any householder that the house, premises, yards, closets, or drains, of the neighbouring or adjoining premises are a nuisance or offensive, the Inspector of Nuisances or any other person appointed by the Council, shall make an inspection of the premises complained of, and the officer of the Council shall have full power without any other authority than this By-law, to go upon such premises for the aforesaid purpose.

Various obstructions and annoyances.

101. Every person who in any street or other public place of passage, within the said Municipality to the obstruction, annoyance, or danger of the residents or passengers, shall

commit any of the following offences, shall on conviction for any and every such offence forfeit and pay a penalty of not more than two pounds.

- a. Every person who shall hoist or cause to be hoisted, or lower or cause to be lowered, goods of any description from any opening in any house fronting any street or public place, and close to the footway thereof, without sufficient and proper ropes and tackling.
- b. Every person who shall carry or convey, or cause to be carried or conveyed, in any street or public place, the carcass or any part of the carcass of any newly slaughtered animal without a sufficient and proper clean cloth covering the same for the concealment from public view, or shall hawk or carry about butchers' meat for sale without covering the same as aforesaid.
- c. Every person who shall place any line, cord, or pole, across any street, lane, or passage, or hang or place clothes thereon to the danger or annoyance of any person.
- d. Every person who shall throw or cast from the roof or any part of any house, or other building, any slate, brick, part of a brick, wood, rubbish, or other material or thing, unless within a house or enclosure, where any house or building is being erected, pulled down, or repaired.
- e. Every blacksmith, whitesmith, anchormsmith, nail-maker, metal-founder, limo-burner, brick-maker, potter, or other person using a forge, furnace, or kiln, and having a door, window, or aperture fronting or opening into or towards any street, lane, or passage, and not enclosing such door, or not fastening the shutters or other fastenings of such window, and closing such aperture, and placing a screen before the same every evening within one hour after sunset, so as effectually to prevent the light from showing through the doorway, window or aperture, next or upon such street, lane, or passage.
- f. Every person who shall be keeper of or have any dog or other animal which shall attack or endanger the life or limb of any person who may have a right-of-way or use of any private yard, alley, street, or other place within the said Municipality.

Premises in state to endanger public health.—Houses to be purified on certificate.

102. If upon the certificate of a duly qualified medical practitioner it appears to the Council that any house, or part thereof, or the premises occupied in connection therewith, within the limits of the said Municipality is in a filthy or unwholesome condition, that the health of any person is or may be liable to be affected or endangered thereby, and that the whitewashing, cleansing, or purifying of any house or part thereof, or the premises occupied in connection therewith, would tend to check or prevent infectious or contagious disease, the said Council shall give notice in writing to the owner or occupier of such house or part thereof, or the premises occupied in connection therewith, to whitewash, cleanse, or purify the same, as the case may require, and if the person to whom such notice is so given shall fail to comply therewith, within such time as shall be specified in the said notice, he shall be liable to a penalty not exceeding ten shillings for every day during which he continues to make default: Provided that no such penalties shall collectively amount to any greater sum than twenty pounds.

Offences against public decency.—Bathing prohibited within certain limits.

103. Any person who shall bathe near or within view of any inhabited house, or of any public wharf, quay, bridge, street, road, or other place of public resort within the limits of the said Municipality, between the hours of six in the morning and eight in the evening, shall on conviction forfeit and pay a sum not exceeding one pound for every such offence.

Indecent exposure of the person.

104. Any individual who shall offend against decency by exposure of his or her person, in any street or public place within the said Municipality, or in view thereof, shall on conviction forfeit and pay for every such offence a sum not exceeding ten pounds nor less than one pound.

Earth Closets.

105. Every earth closet shall be built with walls seven feet high, and shall not be less than three feet six inches wide, and four feet six inches long, and must not be less than fifteen feet from any dwelling-house or public street, and shall be provided with a door capable of being fastened from the inside, and shall be ventilated; and every person having or building any earth-closet contrary to this By-law shall be liable to a penalty of not less than one pound nor more than five pounds.

Other closets, privies, not being proper water closets.

106. Any person who shall dig, form, or make any earth-closet within fifteen feet of any dwelling-house, or any other closet within thirty feet of any dwelling-house, or within thirty feet of any well for supplying any dwelling-house with water, shall on conviction forfeit and pay any sum not exceeding two pounds nor less than five shillings, and if not removed within forty-eight hours after such conviction it shall be dealt with as a fresh offence.

Emptying cesspits and removing night-soil.

107. Every closet shall be built in such a position that the same may be emptied without the contents being carried through any dwelling-house, and every person having or building a closet contrary to this By-law shall be liable to a penalty of not less than one pound nor more than five pounds.

How night-soil to be disposed of.

108. Until and unless otherwise provided by the Council, all night-soil shall be disposed of by burying it in the earth at such places as the Council may from time to time appoint.

Hours for removing night-soil.

109. Any person who shall remove any night-soil, or ammoniacal liquor, bones, or other offensive matter, or shall come with carts or carriages for that purpose, between the hours of six o'clock in the morning and eleven o'clock at night, or shall at any time remove any such night-soil or ammoniacal liquor otherwise than in properly covered and water-tight carts or vehicles, or in such a manner so as to upset, cast, spill, or strew any of the said night-soil, ammoniacal liquor, slop, urine, or filth, in or upon, or near to any of the streets, roads, public places, or foot-ways of the Municipality, or shall deposit or throw night-soil, ammoniacal liquor, bones, or other offensive matter, nearer to any street, road, or dwelling-house than shall from time to time be directed by the Council or by the Inspector of Nuisances, or shall allow vehicles used for this purpose to stand on any premises nearer to any road, street, or dwelling-house than shall from time to time be directed by the Council or Inspector, shall upon conviction forfeit and pay for every such offence a sum not exceeding five pounds nor less than one pound, and in case the person or persons so offending cannot be found, then the owner of such carts, carriages, or other vehicles employed in and about emptying or removing such night-soil, bones, or other offensive matter, and also the employer or employers of the person or persons so offending shall be liable to and forfeit and pay such penalty as aforesaid.

Houses of ill-fame.

110. Upon representation by any respectable ratepayer that the house, or neighbouring or adjoining premises, is of ill-fame, it shall be lawful for the Mayor and any Alderman to cause the residents of such house or premises to furnish to the Council a list of the names, ages, sex, birth-place, and occupation of all the inmates of the said house and premises, and upon non-compliance with such request, or if upon consideration the Mayor and any Alderman consider the house to be one of ill-fame they shall with the sanction of the Council declare the same to be a nuisance, and the Mayor shall cause a notice in writing to be served upon the holder of such house or premises, or other person residing or being therein and acting as such holder, to discontinue or abate the said nuisance within forty-eight hours after the receipt of such notice, otherwise such holder or other person shall be liable to a penalty of not less than forty shillings nor more than fifty pounds, and on the second conviction shall be liable to a penalty of not more than fifty pounds nor less than five pounds.

No noisome and offensive trades allowed.

111. No person shall carry on any noisome or offensive trade within the Municipality so as to injure or be a nuisance as hereinafter stated to the inhabitants thereof.

Definition of noisome and offensive trades.

112. Any manufacture, trade, calling, or operation, in the conducting, following, or carrying on of which, or in consequence of, or in connection therewith, or from the premises where the same is conducted, followed, or carried on, any gas, vapour, or effluvia, or any large quantities of smoke shall be evolved or discharged, which gas, vapour, effluvia, or smoke shall be calculated to injure animal or vegetable life, or in any other way to injure or be a nuisance to the inhabitants of the said Municipality, shall be considered a noisome and offensive trade within the meaning of these By-laws.

Complaint.—Inquire and report.—Orders of Council thereon.—Notice to be discontinued, &c.—Penalty.

113. Upon the complaint in writing of any householder that any noisome or offensive trade is being so followed, conducted, or carried on in the vicinity of his or her residence or property, as to injure his or her health, or the health of any member of his or her family, or to be a nuisance to such householder and to his or her family, the Inspector of Nuisances, or any

other person or persons appointed by the Council, shall make an inspection of the premises where such trade is alleged to be so conducted, followed, or carried on as aforesaid, and of the premises or property of the complainant, and shall inquire into the ground of such complaint, and shall report thereon to the said Council; and if the said Council shall, upon the consideration of such report, or after any such further inquiry as may be deemed necessary, be of opinion that the said complaint is well founded, and that any manufacture, trade, calling, or operation so complained of, and so being conducted, followed, or carried on as aforesaid, is a noisome or offensive trade within the meaning of these By-laws, notice shall be given to the person or persons conducting, following, or carrying on such trade to cease and discontinue the same within such reasonable time, not being less than thirty days nor more than sixty days as the said Council may direct, or so to conduct, follow, or carry on his, her, or their manufacture, trade, calling, or operation as that within such reasonable time as aforesaid, the same shall wholly and permanently cease to be noisome or offensive within the meaning of these By-laws either to the said complainant or to any other resident within the said Municipality, and if such trade shall not be discontinued as aforesaid, or shall not be so conducted as that it shall wholly cease to be noisome and offensive as aforesaid within the time named in such notice as aforesaid, any person conducting, following, or carrying on such trade as aforesaid shall for the first offence forfeit and pay a sum not less than forty shillings nor more than five pounds; for a second offence a sum not less than five pounds nor more than twenty-five pounds; and for a third and every subsequent offence a sum not less than ten pounds nor more than fifty pounds.

Mode of proceeding, &c.

114. The like proceeding shall be taken as aforesaid whenever there shall be a complaint as aforesaid that any manufacture, trade, calling, or operation is about to be commenced or entered upon which is likely to prove noisome and offensive within the meaning of these By-laws, save and except that the notice to be given as aforesaid, shall be given to the person or persons about to enter upon such manufacture, trade, calling, or operation, and shall require him, her, or them not to commence or enter upon the same, or take such measures as shall effectually prevent the same from becoming noisome and offensive within the meaning of these By-laws, to any resident within the said Municipality, and any person who shall in such case commence, enter upon, or continue any such manufacture, trade, calling, or operation, so that the same shall in any way be noisome and offensive within the meaning of these By-laws, shall for every such offence forfeit and pay a sum not less than ten pounds nor more than fifty pounds.

Service of notice of liability.

115. Service of any such notice as aforesaid upon the occupier or owner of any premises or land wherein or whereon any such manufacture, trade, calling, or operation is being conducted, followed, or carried on, or is about to be commenced or entered upon, or at the last-known place of abode of such occupier or owner, or upon any person on the said premises or land, shall be a good and sufficient service of such notice for all the purposes of these By-laws. And every person who shall be actually engaged in superintending, directing, or managing, or who shall be in any other way actually engaged or employed in any such manufacture, trade, calling, or operation as aforesaid, shall be liable to be regarded and treated as a person conducting, following, or carrying on such manufacture, trade, calling, or operation within the meaning and for all the purposes of these By-laws.

Miscellaneous.

116. No exhibition other than exhibitions licensed by the Colonial Secretary under the provisions of the Act 14 Victoria No. 23 and 36 Victoria No. 8, or exhibitions of a temporary character, specially provided for, shall be held or kept for hire or profit within the said Municipality; nor shall any bowling alley, skittle alley, or other place of public amusement, other than a place licensed as aforesaid, or a place for temporary amusement, be used as such for hire or profit within the said Municipality, unless and until permission in writing be granted by the Mayor.

117. No such exhibition or place of public amusement as aforesaid shall be held or kept open or used for the purposes of such public amusement on Sunday, Christmas Day, or Good Friday; and every person offending against this By-law in this behalf shall on conviction forfeit and pay a sum not exceeding five pounds nor less than two pounds for every such offence.

118. Every person who shall wilfully let in, or knowingly suffer to enter upon the reserves or public recreation grounds, any animals, without due authority, shall be deemed guilty of wilful trespass, and shall be liable for every such offence to a penalty not exceeding twenty pounds nor less than two pounds.

119. Every person pulling down, defacing, destroying, or injuring any marks or any fence or other erection thereon without the authority of the Council, shall forfeit and pay any sum not exceeding ten pounds nor less than one pound.

120. Any person or persons riding or driving into or out of any yard or alley abutting on any street or road within the the Municipality, shall do so at a walking pace, and any one offending against this By-law shall on conviction be liable to a penalty of not less than five shillings nor more than two pounds.

121. Any person or persons who shall in any street, road, or public place within the said Municipality, drive any carriage or carriages for the purpose of breaking-in, exercising, or trying horses, or shall ride, drive, or lead any horse, mare, or gelding for the purpose of airing, exercising, trying, breaking, or showing or exposing for sale any such horse, mare, or gelding, otherwise than by passing quietly through such streets or public places shall forfeit and pay any sum not exceeding forty shillings. And any person who shall within the said Municipal District furiously or carelessly drive any horse, mare, or gelding to or from any watering-place, creek, or river, or pasturage or elsewhere, shall forfeit and pay any sum not exceeding forty shillings.

Council Clerk or other officer may take legal proceedings.

122. The Council Clerk, or other officer under the authority of the Council, may take legal proceedings against any person or persons committing any offence or offences against any of the By-laws of the said Municipality.

Penalty for interfering or obstructing Council.

123. Any person who shall obstruct or interfere with any officer of the Council, or other person doing or performing any duty or act under any of the By-laws of the said Municipality, shall forfeit and pay a penalty not exceeding twenty pounds nor less than two pounds.

Norxious weeds, Bathurst burrs, &c.

124. Any owner or occupier of land within the said Municipal District who shall permit or suffer to grow or remain on the said land the weeds known as the Bathurst burr or Scotch thistle, or other noisome weeds, or weeds detrimental to good husbandry, and who shall fail to extirpate, remove, or destroy the same within ten days after the receipt of a notice in writing by post or otherwise from the Council so to do, shall for every such offence forfeit and pay a sum not exceeding five pounds nor less than twenty shillings.

Passed by the Council of the Municipal District of Coonamble, this 5th day of August, 1880.

(L.S.) DAVID M'CULLOUGH,
Mayor.
LEWIS MASON,
Acting Council Clerk.

1881.

NEW SOUTH WALES.

TAMWORTH FREE PUBLIC LIBRARY.

(AMENDED BY-LAW.)

Presented to Parliament, pursuant to Act 31 Vic. No. 12, sec. 158.

Department of Public Instruction, Sydney, 24th October, 1881.

Tamworth Free Public Library.—Amended By-law.

Hrs Excellency the Governor, with the advice of the Executive Council, has been pleased to approve of the undermentioned amended By-law for the management of the Tamworth Free Public Library.

JOHN ROBERTSON.

2. The Tamworth Free Library shall be open to the public daily from 11 o'clock a.m. to 1 p.m., from 2 p.m. to 6 p.m., and from 7-30 p.m. to 10 p.m., excepting on Sundays, Christmas Day, and Good Friday.

1881.

NEW SOUTH WALES.

PUBLIC CHARITIES.

(FIFTH ANNUAL REPORT OF INSPECTOR OF.)

Presented to Parliament, pursuant to Act 30 Vic. No. 19, sec. 4.

The Inspector of Public Charities to The Colonial Secretary.

Sir,

25 April, 1881.

I have the honor to lay before you my Fifth Annual Report on the Charitable Institutions of the Colony which come within my inspection, in order that the same, in terms of the Act 30 Vic. No. 19, may be laid before the Governor and Executive Council and both Houses of Parliament.

I desire very respectfully to express regret at the late period at which this report will be presented; but not only are the subjects and details embraced within it most numerous, but the difficulty of obtaining promptly correct information from the several Institutions has hitherto proved quite beyond my control.

Printed forms of Returns to be filled in and sent back to the Inspector not later than 15th January were forwarded last year to all the Country Hospitals and Schools of Arts throughout the Colony.

I had hoped thus to insure early replies capable of being easily tabulated. The result has been, however, exceedingly disappointing.

Repeated applications and reminders were allowed to pass unnoticed. While in a majority of cases the answers, when at length furnished, were so confused, incomplete, or inaccurate, as to render necessary much back reference and consequent delay.

Time and perseverance may gradually, to some extent, bring about more system and regularity, but most of the secretaries and treasurers of these Institutions (holding honorary appointments) are beyond direct Government influence, and the Inspector has no power to rouse their attention, which can only be done through the interests of the Institutions they represent.

Were Government to notify that the annual applications for subsidy, which are accompanied by subscription lists, would have to reach the Minister through the Inspector's Office not only would the latter be able to verify the lists but an inter-dependence advantageous to the Government would be created, as the Inspector might insist on Returns being duly furnished to him for the proper information of the Government as to the operations of these Societies and their exact financial position.

Following departmental changes recently made, I have separated the Institutions reported upon into two groups, placing together those under the control of each Minister—

Part 1. In the department of the Colonial Secretary includes the Government Asylums for Infirm and Destitute; the Sydney Infirmary and Hospitals throughout the Colony; the Benevolent Society's Asylum; the Destitute Children's Asylum, Randwick; the Institution for the Deaf and Dumb and the Blind; the State Children's Boarding-out Society; and various other subsidiary Charities receiving aid from the public revenue as Country Hospitals, &c.

Part 2. Under the Minister of Public Instruction includes the Orphan Schools (Protestant and Roman Catholic); the Industrial Schools, Biloela, and Nautical School-ship "Vernon"; the Sydney Mechanics' Institute; and the Schools of Arts and Mechanics' Institutes scattered over the Colony.

Altogether these Institutions number nearly 150, and it would be no interference with their liberty of action were they obliged to render to the Inspector explicit and punctual information—for so only can he in turn give, within the early part of the year, a proper account to the Government.

The Government Asylums for Infirm and Destitute continue to show satisfactory and economical management. The health of their inmates, all things considered, has been good, and the cost per head of maintenance is so very moderate that it seems impossible to hope to further reduce it without at the same time endangering the quality of the relief.

In June last, taking advantage of being in Victoria, *en route* to Deniliquin and Hay, I visited the Asylums at Hotham, Melbourne, and at Castlemaine. In lowness of cost we have an advantage of 30s. to £2 per head over similar Institutions in the sister Colony. I also prefer our plan of employing the inmates on a system of small gratuities to hired attendants performing the domestic routine duties of the Asylums. In Victoria, oakum picking is enforced as a means to reduce the expenses; with us each man, by assisting, earns a trifle, and the expenditure for clothing, boots, &c., as well as minor repairs, is reduced to a minimum. Seeing so much work going on, I have frequently examined individual inmates under the impression that they were capable of self-support, but have always found them to be suffering from some disqualification sufficient to prevent them gaining a livelihood outside the Asylum, or that they were convalescents about to be discharged after severe illness.

Government Asylums.—Statistics Summarised.

	Hyde Park, Liverpool, and George-street, Parramatta.	Erysipelas Hospital and Macquarie-street Asylum.
In 1879—		
Admissions	1,468	853
Daily average numbers	1,259	233
Cost per head per annum	£13 Os. 7½d.	£15 3s. 5d.
In 1880—		
Admissions	1,419	1,013
Daily average numbers	1,269	297
Cost per head per annum	£12 16s. 2d.	£13 Os. 2d.

Many cases of sickness could not be received into the wards of the Sydney Infirmary for want of room ; and, as not requiring specially active treatment, were admitted into the Hospitals of the Government Asylums.

The Sydney Infirmary.—The erection of the new buildings to be styled “the Sydney Hospital,” is proceeding steadily. The kitchen and laundry will soon be ready for occupation.

The Prince Alfred Hospital is expected to be ready to commence operations about the end of the year, by which time the drainage connections will also be completed.

A further application to Government for money will have to be made to meet liabilities for existing contracts. The financial position is set forth in its place in detail, but may be thus summarized :—

Dr.—Balances payable and contracts accepted	£54,860
Cr.—Unexpended balance	£11,710
Voted, but not yet received from Government	20,000
	31,710
Deficiency to be made up	£23,150

My attention of late has been especially directed to the Country Institutions.

As regards both the Hospitals and Schools of Arts, many particulars will be found not previously given in my reports.

Country Hospitals.—The Medical Reports from so many different localities, setting forth the diseases treated in each Hospital throughout the interior, cannot fail to prove of interest, and will form the nucleus of valuable future statistics.

It affords me much pleasure to report that the Institutions I inspected, particularly the Hospitals, have made much progress during the last three years.

Foremost among the improvements is the New Hospital at Bathurst—a splendidly placed and handsome structure, erected however only in part, at a cost of about £11,200, of which £4,800 was given by Government. A lofty central administrative department, with a two-storied pavilion for wards on either side, constitutes the present structure. The full plan contemplates the addition of either two or four more similar pavilions. The Hospital at present is furnished to accommodate 44 patients.

Grafton has added to its Hospital, at a cost of (say) £2,500, a detached two-storied building, to contain the administrative department, and four rooms or wards ; these are to be placed at the disposal of the Government, for lunatics requiring Hospital treatment, or who are awaiting transmission to Sydney.

The Singleton and Patrick's Plains Benevolent Society completed last year very extensive and handsome additions to their Asylum, by which accommodation is now provided for 120 to 130 inmates.

This Institution appears to be far beyond the requirements of the district, and might be advantageously availed of by the Government, with whom the Society is desirous of treating for a surrender of the buildings.

At Armidale a new Hospital is about to be built ; its erection has been for a considerable time delayed consequent on differences which have arisen between the Town Council and the Hospital Committee.

Hay, Deniliquin, Albury, Wagga, Young, Forbes, and Glen Innes have all made very considerable additions to their Hospitals ; while generally throughout the country districts the improvement in these Institutions during the last three years, both in appliances and system, is very noticeable.

Bath-rooms now are to be found in all, cesspits to closets are being discontinued, and sanitary conditions—especially as regards drainage, ventilation, and the personal cleanliness of the patients—are receiving far greater attention, and have come to be considered an integral part of the duties of Hospital Committees.

As a further indication of the desire to employ improved methods many are placing their wards under the management of trained nurses, male or female, as circumstances rendered advisable. I found such at Bathurst, Goulburn, Newcastle, Maitland, Albury, Deniliquin, Wagga, Young, Forbes, Parkes, Orange, Singleton, Scone, and Armidale.

The advantages likely to follow such introductions are a gentler treatment of the patients, more care in the preparation of their food, and an intelligent carrying out of the instructions of the Medical Officer.

By reference to the statistical columns on the Country Hospitals it will be seen that last year a sum of £925 17s. 6d. was paid in them by contributing patients ; to this amount a further sum of £50 to £70 may fairly be added as from Hospitals who have not forwarded their returns, making in all £1,000—a marked contrast to the £170 3s. obtained in the Sydney Infirmary, where the patients, taken together, represent a class better circumstanced than those in the Country Institutions.

Juvenile Asylums.—Two epidemics, measles and scarlet fever, found entrance last year into most of the Institutions for the children of the State.

The only deaths consequent were at the Benevolent Asylum, and in each case anterior causes were chargeable for the non-recovery of the patients. With above exceptions the health of the children has been very good, and ophthalmia has given less trouble than formerly.

The Randwick Asylum.—The health of the children has greatly improved during last year. The financial statistics of this Society will be found in detail in their place, and deserve particular attention.

It is my duty again to allude to the very heavy expenditure incurred by the Government on this Institution. An expenditure even beyond what is required to meet its exceptionally costly management, and far in excess of that of any other of our Charitable Institutions of similar character. A

2nd.—From a want of inter-communication and co-ordination of purpose among them—a remedy for which, however, can originate only from some outside influence or authority.

3rd.—By isolation wasting forces which would have gathered strength by united effort, and which, if applied by sound methods to well-considered objects, might have been utilized again and again in different Institutions, producing appreciable and lasting results.

A feeling is becoming general that Government should extend to these Institutions both a moral and a substantial support; the former by assigning to them special duties, and the latter by subsidizing them more fully whenever it can be shown there is a fair claim to such consideration.

I have the honor, therefore, to suggest to the Minister—

1st.—That Schools of Arts, Literary Institutes, and Technical Schools or Colleges, be recognized by the Department of Public Instruction as forming an integral though subsidiary part of the Government's general scheme of Education.

2nd.—That on certain conditions, founded on a system of test examinations, assistance from the Public Revenue to the extent of £ for £ be given to such Institutions as may become entitled to such aid.

3rd.—That the Minister might invite persons of known scientific and practical attainments to confer and submit to him a scheme for the best mode of imparting Technical Education through the Colony by means of these Institutions.

Such scheme to include the making use of persons qualified to act as teachers and lecturers who are resident in certain districts.

4th.—In designing the new Government Railway Workshops, provision might be advantageously made for their being—in connection with lectures at the Sydney Mechanics' Institute and Technical College—used for giving the practical training to youths which is necessary for enabling them to become good handicraftsmen; while their attendance at the lectures might be insisted on, and would supply that scientific knowledge necessary in these days of keen competition to make even the good handicraftsman a thoroughly intelligent workman.

I have, &c.,

HUGH ROBISON,

Inspector Public Charities.

THE GOVERNMENT ASYLUMS FOR INFIRM AND DESTITUTE.

THE very satisfactory impression produced by the good order and strict attention to cleanliness in these Asylums continues to win for them my warm commendation.

The relief they afford is most excellent, and the economy of their administration is alike creditable to the Government and the management.

The accommodation in the four Government Asylums equals 1,645 beds. The daily average numbers last year were 1,566, or 74 more than in 1879.

During the year 1880 a gradual change was being made in the character of the admissions into each Asylum, resulting, in the case of the three male Asylums, in a better classification of the inmates. This is spoken of further on when describing each Institution's work.

At the female Asylum, Hyde Park, owing to the cramped space and overcrowding (there are nearly 100 inmates above the number for whom proper accommodation can be provided according to hygienic rules), any attempt to classify is well nigh impossible.

As, however, it is likely the Institution will ere long be removed, I respectfully suggest accommodation for classification be provided for, when planning future arrangements, and especially that those females who suffer from distressing complaints may be able to be withdrawn from the constant observation of the rest of the inmates.

The Erysipelas Hospital and Macquarie-street Asylum, Parramatta, in the absence of suitable provision elsewhere, has had to perform the duties of a Convalescent Hospital, an Infectious Diseases Hospital, and an Asylum for Aged and Infirm Paupers.

Seventy-four cases of erysipelas were treated, only one death resulting.

HYDE PARK ASYLUM FOR WOMEN.

I have alluded in previous reports to the overcrowded condition and want of classification in this Asylum. At present date there are 280 inmates—or nearly 100 more than the number for which proper accommodation can be found. The old buildings are inadequate and unsuitable to their present purpose, notwithstanding which the Institution is maintained in excellent order, and every effort made to produce the best results with the means available.

The Medical Officer's report speaks favourably of the general health of the inmates during last year.

The roof of the main building, which for some time had been a source of constant trouble and annoyance, has been covered with galvanized iron, and is now again water-tight. The ash and refuse heaps require more frequent removal. The particular circumstances of the Institution above spoken of renders the strictest attention to such details a matter of importance.

The closets are still apt to get out of order, and, as the difficulty lies in the defective drainage fall, little, if any, radical improvement can be hoped for regarding them. The statistical columns show details of the working of this Asylum during 1880. In estimating the gross cost per head, although I have included the cost of the new iron roofing as an item, yet in view of the probability of the Asylum being removed to some other locality, it might very fairly have been reduced one-half or altogether omitted.

LIVERPOOL ASYLUM.

The somewhat higher death rate, and the lower average ages of the inmates (*vide* statistics) at this Asylum, as contrasted with the rates at the George-street Asylum, Parramatta, is explained by the fact that all consumptive cases are sent to it for treatment.

Many of the patients are quite young men who have been discharged as incurables from the Infirmary; while some are recent arrivals in the Colony, whither they had come hoping to be benefited by the climate.

The

The inland situation and spacious wards of the Liverpool Asylum, together with its hospital-kitchen, —admirable appliances—and abundant supply of pure milk, mark this Institution as especially fitted for the treatment of consumption.

Outside of this special circle of sufferers the general health of the inmates has been very good throughout the past year.

For a time considerable anxiety was caused to the Surgeon-Superintendent, and no little inconvenience felt by the inmates, from the horrible condition of the river opposite, and close to, the Asylum.

The long continued dry weather caused the overflow from the dam to cease, and so the refuse discharged into the river below the dam from certain wool-scouring establishments, paper-mill, &c., accumulated to so large an extent that the water and shores became ink-black, and emitted a horrible stench which penetrated into every part of the Asylum, causing at times nausea among the sick.

The writer, by direction of the Colonial Secretary, investigated the matter, and reported that the chief difficulty in putting a stop to the nuisance lay in the fact that the Municipal Council of Liverpool were indisposed to extend the Nuisances Prevention Act to their borough. Previous to Dr. Strong's complaint, I had, in conversation, mentioned the nuisance to him, but till he considered the evil as likely to affect the health of the inmates in the Asylum he did not feel at liberty to make any remonstrance.

I have every reason to speak most favourably of the good order and thorough cleanliness always maintained in the Institution.

For particulars of working, cost, &c., see statistics.

GEORGE-STREET ASYLUM, PARRAMATTA.

A better discipline and considerable improvement in the neatness and general appearance of the Institution is apparent under the new management.

It is also satisfactory to report that the average cost per head has been reduced—especially noticeable in the item for clothing.

The sum expended under the Colonial Architect's Department is small, but two very good improvements are noteworthy.

An alteration has been made in the mode of fixing the window sashes, which both improves and places the ventilation under more perfect command.

The kitchen has been made more convenient, and is better lighted; the temperature in it being reduced by a freer admission of air.

The Medical report as to the general health of the inmates was good.

Particulars as to admissions, discharges, &c., and the cost of maintenance for the year will be found in the columns of statistics.

THE MACQUARIE-STREET ASYLUM, PARRAMATTA, AND ERYSIPELAS HOSPITAL.

With the exception of the consumptive patients (sent to Liverpool) this Institution provides for all the heavier cases of disease (inadmissible at the Sydney Infirmary) which come to the Government for relief and treatment.

It receives various forms of organic complaints, cancer, open sores, tedious cases of fractures, or amputations discharged from the Hospitals, typhoid fever, erysipelas, infectious fevers, measles, and even leprosy.

To present time a very marked success has attended the efforts of the Medical Officers and the skilled nursing staff, as was abundantly shown in the early part of 1880—when dealing with typhoid and scarlet fever cases, also with erysipelas patients.

The large area covered by the buildings, and the recent addition of two detached cottages situate in gardens outside the main walled enclosure, afford special advantages for isolating patients; but when it is remembered how dangerous to each other are some of the diseases treated in this Hospital Asylum, moreover that the majority of the inmates are persons in average health (though infirm and destitute), the present operations at this Institution can be regarded only as of a temporary character—in fact, to some extent it is a make-shift for a future Infectious Diseases and Convalescent Hospital, as well as a Pauper Asylum.

Statistics, Government Asylums for Infirm and Destitute, 1880.

	Hyde Park.	Liverpool.	George-street, Parramatta.	Erysipelas Hospital and Macquarie-street Asylum.
In House, 1st January ...	262	756	254	253
„ 31st December ...	288	707	259	277
Average daily numbers for year	275	731	263	297
Average of ages for year ...	60 years	65 years	68 years	63 years
Percentage of deaths ...	25.83	26.24	23.24	36.72
Admitted, 1st January to 31st December	317	620	482	{ 990 men 23 women
Discharged „ „ ...	220	477	416	{ 855 men 25 women
Died „ „ ...	71	192	61	109

Asylum.	Daily Average throughout year of Inmates.	Maintenance cost per head, exclusive of cost repairs and improvements by Colonial Architect's Department.
		£ s. d.
Hyde Park ...	275	12 19 6
Liverpool ...	731	12 11 5
George-street, Parramatta	263	13 6 0
Macquarie-street and Erysipelas Hospital } ...	297	13 0 2

Total amount, 4 Government Asylums, £20,115 17s. 9d.—General average cost per head, £12 16s. 11d.

Analysis

Analysis of above Expenditure.								
	Hyde Park.		Liverpool.		George-street, Parramatta.		Erysipelas Hospital and Macquarie-street Asylum.	
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Food, including Medical comforts	5	19 11	5	18 7	6	5 8	5	18 9
Clothing and Boots, &c.	2	11 4	2	5 0	1	18 4	1	15 9
Salaries	2	9 10	2	5 5	2	8 11	1	18 3
Contingencies	1	18 4	2	2 5	2	13 1	3	7 5
Total	12	19 5	12	11 5	13	6 0	13	0 2
Add for Medical attendance, paid out of Medical vote (£300)	0	10 11	.....	.....	0	11 5	.....	.....
Also expenditure on buildings, &c., by Colonial Architect's Department, under his vote and supervision—								
	£	s. d.	£	s. d.	£	s. d.	£	s. d.
Improvements	283	0 0*	992	3 6†	268	8 0	.....	.....
Ordinary repairs	351	4 2	569	13 0	54	2 3	.....	.....
Furniture	19	17 6	17	18 10	19	0 0	.....	.....
Total	654	1 8	1,509	15 4	341	10 5	.....	.....
Average per head	2	7 6	2	1 3	1	6 0	.....	.....
Making the gross average cost to Government per head	15	17 10	14	12 8	15	3 5	13	0 2

THE SYDNEY INFIRMARY.

THE too limited and imperfect character of the accommodation in the present temporary buildings, the ever increasing requirements of a community like ours, and the difficulties surrounding the efforts of the management to meet those wants, and at the same time to mature and give effect to its plans for the erection of a new structure of large extent, on a site already partially occupied, have combined to render the year 1880 memorable to the society as a period of great activity and anxiety.

As regards the treatment of the sick, the work accomplished was more extensive and of a more varied character than heretofore has been attempted.

The arrangements in connection with the Out-door Dispensary have been much enlarged, and new premises had in consequence to be occupied.

In the Out-door Ophthalmic Department the skill and assiduity of its special staff gathered to it patients from distant places—some coming from Queensland. The cases treated within the year numbered 440.

On the Nursing Department new calls have been made and nurses asked for, and sent to South Australia and several of our own Inland Hospitals.

In addition to the above work I am given to understand the Board has been engaged in offering suggestions to the Government as to best methods for establishing a Lock Hospital, and in the selection of a fitting site for the future Fever and Infectious Diseases Hospital.

All these matters bespeak awakened energy, and must earn public acknowledgment. In one respect, however, I regret to notice no improvement—no appreciable effort appears to have been made by the Society to lighten the load cast on the public revenue.

The amount received in 1880 from paying patients was only £170 3s., less in fact by nearly £64 than the amount obtained in 1879. It cannot be doubted but that a considerable proportion of the patients treated in the Infirmary are of a class far removed from "paupers." The rule at present is that a man either pays 2s. 3d. per diem or he is treated as "an indigent person," under Colonial Secretary's recommendation, and is free of all demands. I would suggest a less hard and fast rule, and especially a more active endeavour to protect Government interests, in the cases admitted under the Colonial Secretary's recommendations. Over £925 was received last year from paying patients in the Country Hospitals. †

When it is remembered that a large proportion of the real pauper class are treated by the Government in the Hospitals connected with its four Asylums, and a comparison is made of the proportion of paying and non-paying patients in our Country Hospitals with those in the Sydney Infirmary, I think it will be admitted something further is possible in the direction I have intimated by the latter Institution.

A Colonial Secretary's "recommendation" meets an emergency and guarantees payment, but should not be interpreted as removing the obligation of the patient to contribute if able, or of the Institution to make inquiry as to the patient's circumstances after admission.

Statistics.

Admissions—1st January to 31st December, 1880—

Medical cases	1,332
Surgical "	1,280

Total 2,612

The largest number of admissions in January 253

The smallest " " November 197

Besides the above cases admitted there were 2,513 accident or urgent cases attended to by the Resident Medical Staff, but who were not admitted into the wards.

The cases in the Out-door Ophthalmic Department numbered 440. Some of these were specially interesting, and the treatment very successful.

The deaths numbered 342. Of these 110 patients died within forty-eight hours of admission; others were received in a hopelessly diseased or maimed condition.

The number of patients remaining in Hospital, 31st December, 1880, was 178.

The cases treated by the District Surgeons in connection with the Dispensary amounted to 7,224. Of these cases 806 were visited at their own homes.

Nursing

* Roof covered with iron. † At Liverpool Asylum over £600 was spent on the new tanks for water reserve in case of fire, and cannot fairly be included in estimate of cost for the year. ‡ No returns from Young and Orange received; they would probably have increased the amount to £1,000.

Nursing Staff.—In 1880 5 nurses were sent to other Hospitals from this Institution—1 to assume charge of the Burra Burra Hospital, South Australia, 1 as matron at Wagga Wagga Hospital, 1 as matron to the Burrangong Hospital, Young, 1 as head nurse Catherine Hayes Hospital, Randwick Asylum, 1 as assistant nurse at Orange; 2 nurses have left to undertake private nursing in Sydney and 1 in Goulburn. To the places of the above 10 new probationers have been admitted and are now being trained.

FINANCIAL.

<i>Income, 1880.</i>		£	s.	d.	£	s.	d.
Received from Government £ to £ on subscriptions ...		3,500	0	0			
Maintenance of pauper patients ...		5,961	13	3			
Nursing staff subsidy ...		600	0	0			
Special for purchase of instruments ...		500	0	0			
					10,561	13	3
Received from public subscriptions and donations ...		2,940	5	7			
Paying patients ...		170	3	0			
Pupil's fees ...		19	19	0			
Resident Medical Officer's fees ...		68	18	6			
					3,199	6	1
Interest on investments ...		1,684	7	1			
Loans falling due ...		5,426	10	11			
					7,110	18	0
					<u>£20,871</u>	<u>17</u>	<u>4</u>
<i>Expenditure.</i>							
Overdraft, 31st December, 1879...					231	18	3
Salaries and wages—							
General staff ...		3,516	3	2			
Nurse training staff ...		320	0	0			
District surgeons ...		425	0	0			
Maintenance—					4,264	3	2
Provisions, ice, &c. ...		3,440	4	1			
Drugs ...		1,626	2	3			
Fuel and lighting ...		603	3	9			
Washing ...		649	14	4			
Drapery and clothing ...		307	11	0			
Burials and fees ...		233	17	6			
Justice and Petties ...		63	11	8			
Buildings and repairs ...		782	14	8			
					7,706	19	3
Surgical instruments ...		943	15	3			
Furniture ...		393	7	10			
Sundries, printing, stationery, and commission ...		241	18	1			
					1,579	1	1
Branch dispensary ...					124	16	0
Permanent structure ...					6,374	3	9
Balance, Bank of New South Wales, 31st December, 1880 ...					490	15	10
					<u>£20,871</u>	<u>17</u>	<u>4</u>

PRINCE ALFRED HOSPITAL.

Incorporated 3rd April, 1873.

THE Board of Directors consists of twelve members, representing the subscribers, and of three members nominated by the Governor and Executive Council.

<i>Funds.</i>	£	s.	d.
Derived from private subscriptions ...	34,753	14	8
Voted by Parliament ...	50,000	0	0
Voted by Parliament in 1880, not yet received ...	20,000	0	0

Site.

Eleven acres of land on the University Domain, fronting the Missenden Road.

Plan of Hospital.

The Hospital, when complete, will contain over 400 beds, and is designed upon the principle of detached pavilions, with open-corridor communication.

The *Ward-accommodation* consist of (six) 6 large pavilions;

An ophthalmic and operation block; and in a group of huts for infectious diseases *available for cases arising in the Hospital and requiring isolation.*

The *Administrative-accommodation* is provided in a large central building, a kitchen building, a laundry building, a mortuary, and two lodges.

The Funds at the disposal of the Board being insufficient for the erection of the *whole* of these buildings, it was decided to make the Hospital complete on a smaller scale, by erecting in the first instance, only—

2 large pavilions, containing each 78 beds ...	156	beds
The Administrative building, containing two reception wards, each with 6 beds ...	12	"
The infectious-disease huts, containing ...	4	"
The kitchen buildings; the laundry buildings; the mortuary, and one of the gate lodges.		

Of

Of these the 2 large pavilions, the kitchen, laundry, and mortuary are nearly finished, and a portion of the Administration block (equal to $\frac{1}{4}$ ths of the whole building), one gate lodge, and the infectious disease huts will be completed before the end of the year.

Tenders have, within the last month, been accepted for the remaining portion of the Administration-block at a cost of £23,840, and of the Ophthalmic and Operation Block at a cost of £12,410; and, when these works shall have been carried out, the Hospital will be complete in every particular, except as to the number of pavilions, and will be capable of accommodating 220 patients. The Administrative buildings are being erected on the full scale required for a Hospital containing 468 beds, of which the buildings completed and in course of construction will provide

... ..	220
Leaving to be constructed at a future time 4 large pavilions, each with 62 beds ...	248
In all	468 beds.

The buildings and general arrangements are sufficiently advanced to allow of the Hospital being opened within the next six months if the work connected with the sewerage and drainage shall have been completed by that time. The subsoil drainage within the Hospital grounds is ready, and considerable progress has been made in the formation and planting of the grounds;—the steam boilers for the steam power washing and drying machines for the laundry, and for generating steam for pumping water and for cooking, and as a heating-power all over the buildings, are in their places;—the machinery and utensils necessary for cooking and washing by steam, prepared by Messrs. Benham and Sons upon the most approved plan, are shortly expected;—arrangements have been made for the supply of all the requisite furniture, bedding, &c.;—the sanitary appliances were ordered from Messrs. Jennings and Messrs. Doughtan & Co., and chosen principally from samples in the Sydney and Melbourne Exhibitions. It is confidently expected that everything necessary to the effective working of the Hospital will be completed by the month of September.

The sewage and drainage question was one of considerable difficulty, but has been solved by the determination of the Government to cause the Hospital drains to be connected with the general sewerage scheme for the city and suburbs. Tenders were accepted some months ago by the Government for the construction of a sewer running through and under the University Paddocks, and considerable progress has been made with this work, while, within the Hospital-grounds, drains containing pipes varying from 6 to 12 inches in diameter have been carefully constructed and are all but ready to connect with the main sewer.

Financial Position.

The Funds from time to time available for the erection of the Hospital have consisted of—

Private subscriptions, donations, legacies, and accumulated interest to the amount of	£	s.	d.
	34,753	0	0
Moneys voted by Parliament	50,000	0	0
	£84,753 0 0		
There has been expended upon the erection of two large pavilions, the kitchen, laundry, mortuary, administration block, underground water-tanks drainage, laying out grounds, planting, &c., the sum of	£73,043	0	0
Leaving in hand a sum of	£11,710	0	0
in addition to £20,000 voted by Parliament in 1880, but not yet paid over, to meet the following liabilities:—			
Balances payable on works in course of construction (about)	11,000	0	0
Tenders accepted for—			
Administration block	23,840	0	0
Operation and Ophthalmic Block	12,410	0	0
Infectious disease huts	2,047	0	0
Gate lodge	563	0	0
Estimated cost of machinery for laundry and kitchen, beds, bedding, furniture, and supplies of all kinds	5,000	0	0
	£54,860 0 0		

COUNTRY HOSPITALS.

ANALYSIS of the operations of 45 Country Hospitals from whom returns have been received, 1880—

Total patients, 3,852; total deaths, 354; average cost per patient, £7 2s. 2d.

There are not sufficient data for determining the average cost per annum per bed.

Total receipts from the Public—	£	s.	d.	£	s.	d.
By subscriptions, &c.	12,155	14	3			
From paying patients	925	17	6			
	£13,081			11	9	
Total receipts from the Government—						
Annual subsidy	9,982	0	5			
Unclaimed poundages	2,876	15	3			
Police fines	465	4	11			
Special votes for buildings (new)	3,976	2	4			
	17,295			2	11	
Total amount of invested property 31st December, 1880 (called fixed deposits) ...				20,532	8	8
Total cash balances 31st December, 1880				5,585	17	2
Total less overdrafts, 31st December, 1880				622	14	2
	£4,963			3	0	

COUNTRY HOSPITALS.—General Returns, 1880.

8-B

Name.	Character.	Year founded	Cost.			Construction.	Amount for Additions.	Management Elective by Ballot.	Government Control or Supervision.	Accommodation.		Cubic Space per Bed.	Total In-patients, 1880.	Cured or Relieved.	Incurables or discharged at own request.	Died.	Remaining in Hospital, 31 December, 1880.	Daily Average Number Patients, 1880.		Paying Patients, 1880.	Number of Patients more fitted for Asylum.	Number of Paid Medical Staff.	Number of Paid Officials not on Nursing Staff.
			Government	Public.	Total.					Wards.	Beds.							M.	F.				
			£ s. d.	£ s. d.	£ s. d.					M.	F.							Feet.							M.	F.
Adelong. (Closed)	General Hospital	1860	970 0 0	1,608 0 0	2,578 0 0	Brick	....	8			910	229	183	3	19	24	18.1	2.76	..	14 in 6 mths.	2	2
Albury	General Hospital	1850	Nil.	600 0 0	600 0 0	..	500 0 0	24			669	107	87	1	10	9	10.2	0.2	2	9	2	1	
Araluen. (Closed)	General Hospital	1842	(Not yet ready for opening.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Armidale	"	1880	(Not yet ready for opening.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Bairnsdale	"	1842	4,800 0 0	4,890 0 0	9,690 0 0	..	Nil.	20			1,801	219	169	..	20	30	17	3	3	nearly 4	4	1	
Bathurst	"	1880	(Out-door relief only given.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Bega	Benevolent Socy.	1860	550 0 0	857 0 0	1,407 0 0	..	160 0 0	7			960	29	22	2	3	2	2.7	.5	3	5	1	1	
Braidwood	General Hospital	1873	1,000 0 0	1,500 0 0*	2,500 0 0	..	..	12			688	117	90	6	12	9	10.3	.08	(Not statd.)	6	1	1
Bourke	"	1857	1,000 0 0	1,500 0 0	2,500 0 0	..	..	Varies			1,035	54	44	3	3	4	..	..	..	(Not ansd.)	1	2
Carcoar	"	1880	35 8 7	132 11 6	168 0 1	Wood	..	..			(Not furnished yet)	..	..	..	..	..	..	..	..	..	..	..
Copeland, N.	"	1876	600 0 0	800 0 0	1,200 0 0	Stone	800 0 0	10			33	23	6	3	1	.07	.001	2	2	(n.s.)	1	2	
Cooma	"	1857	(No returns.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Coomambo	General Hospital	1857	(No record available.)			Brick, Stone of Wood	504 0 0	..			634	97	77	..	8	12	15.5	..	(n.s.)	4	2	2	
Deniliquin	"	1869	550 0 0	550 0 0	1,100 0 0	Brick	300 0 0	16			800	95	71	4	9	11	7.5	1.5	10	19	..	..
Dubbo	"	1863	(No records.)			..	650 0 0	17			995	48	39	..	5	4	7	..	..	..	..	..
Forbes	"	1877	849 10 5	852 4 1	1,809 11 0	..	815 0 0	13			1,446	39	80	..	6	3	3	..	..	(n.s.)	18	..
Glen Innes	"	1839	Balance used in additions.			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Goulburn	"	1873	(No records.)			..	..	..			1,170	141	112	..	19	10	9	1	10	30	4	..
Grafton	"	1871	(No records.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Grenfell	Hospital, a temporary building of wood; was partially destroyed by a storm three years ago, and remained closed till latter part of 1880; lately re-opened.	1871	312 10 0	312 10 0	624 20 0	Wood	120 6 2	15			820	65	49	3	8	6	5	1	17	3	1	1	
Gulgong	"	1853	(No records.)			Stone	..	9			620	116	10	1	1	4	1.5	.15	5	..	1	1	
Gundagai	Haptl. & Ben. As.	1871	(No returns forwarded.)			Brick	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Hay	General Hospital	1871	(No returns forwarded.)			..	..	..			181	113	..	..	14	11	..	..	..	..	..	..
Hill End	"	1872	200 0 0	1,600 0 0	1,800 0 0	..	..	16			1,200	33	20	..	4	..	3	.25	(n.s.)	5	1	..
Hillston	"	1877	(Not yet ready for opening.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Inverell	"	1877	881 8 9	923 16 2	1,940 0 0	..	198 5 0	21			1,327	76	61	..	8	7	7.5	.6	13	4	1	1	
Lismore	"	1843	(No returns furnished.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Maitland	"	1843	(No records.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Menindie. (Closed)	"	1871	(No records.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Mudgee	General Hospital	1875	1,750 0 0	1,750 0 0	3,500 0 0	..	..	24			1,344	102	73	9	6	14	6.8	1.7	20	12	1	1
Murrumbidgee	"	1875	(No information.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Muswellbrook	Haptl. & Ben. As.	1850	(No information.)			..	318 0 0	16			723	32	25	..	4	3	..	..	..	..	..	..
Narrabri	General Hospital	1865	200 0 0	200 0 0	400 0 0	Wood	500 0 0	..			665	91	75	1	7	8	10	1.3	9	5	1	..	
Newcastle	"	1864	2,000 0 0	2,000 0 0	4,000 0 0	Stone and Brick	Nil.	Comtee., 20 Elect., 5			..	..	..	..	..	..	..	..	..	..	..	..
Orange	"	1876	(Records destroyed by a fire.)			..	..	..			..	140	103	..	20	17	..	..	..	..	..	..
Parkes	"	1876	(Records destroyed by a fire.)			..	..	..			..	144	36	..	6	2	3	..	..	..	..	..
Parramatta	"	1848	(Built by Imperial Government for Military Hospital.)			..	2,000 0 0	16			1,219	132	104	3	19	6	(Not stated.)	..	..	8	18	..
Port Stephens	Benevolent Socy.	1862	Nil.	All	No record	Stone	Nil.	..			1,070	21	17	..	4	..	1.3	.03	5	5	2	..	
Queanbeyan	General Hospital	1862	(Particulars not given.)			..	2,400 0 0	..			850	104	76	..	6	22	..	..	..	..	..	..
Singleton	Haptl. & Ben. As.	1871	700 0 0	1,337 8 10	2,037 8 10	Brick	239 13 1	10			1,238	60	48	..	2	10	9	2	3	7	1	2	
Scone	"	1871	(No returns furnished.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Sofala	"	1871	(No returns furnished.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Tamworth	"	1871	(No returns furnished.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Tenterfield	General Hospital	1862	300 0 0	340 0 0	640 0 0	..	575 10 0	..			526	169	142	..	11	17	16	..	..	..	..	..
Warialda	"	1862	(No information.)			..	..	..			(N. ans.)	32	23	1	7	1	..	..	..	..	..	..
Wagga Wagga	"	1862	(No returns furnished.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Walgett	"	1862	(Not answered.)			..	350 0 0	18			882	310	279	..	17	14	16	2	3	12	3	1	
Wellington	"	1862	(No returns furnished.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Wilcannia	"	1881	300 0 0	230 5 0	530 0 0	..	408 9 0	..			464	53	44	1	7	1	4	..	7	2	1	1	
Windoor	Haptl. & Ben. As.	1880	1,318 10 2	1,442 7 3	2,760 17 5	Stone	..	12			1,739	72	52	4	8	8	9	..	8	4	1	..	
Wollongong	"	1831	(No returns furnished.)			..	..	..			..	..	..	..	..	..	..	..	..	..	..	..
Yass	General Hospital	1893	672 2 4	640 12 7	1,312 14 11	Stn. & Bk.	..	12			900	140	96	..	13	31	28	10	18	..	1	1	
Young	"	1847	100 0 0	300 0 0	400 0 0	Stone	..	10			888	65	38	5	4	8	4.5	1	7	..	2	..	
Young	"	1847	(No records.)			Brick			(Nt. std.)	33	16	7	6	4	15	5	2	1

The Inspector of Public Charities visits and suggests but exercises no control.

* £500 a bequest. † £600 part of above bequest. ‡ Half-year. The General Return is from the Committee of the Hospital. The Medical Return is supplied by the Medical Officers of each Hospital; hence certain small differences between the two.

ANALYSIS of Income and Expenditure in Country Hospitals for the Year 1880.
Income.

Town.	Balance 31 December, 1879.	From the Public.			From Government.				Interest on Invested Funds.	Overdraft, 31 December, 1880.	Total Current Account.	Fixed Deposit, 31 December, 1879.	Grand Total.
		Subscriptions.	Donations.	Contributed by Patients.	Special Vote.	Annual Subsidy.	Unclaimed Poundages.	Police Fines.					
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Adelong					70 13 10	268 1 10	116 4 3	8 8 10			1,046 16 5		1,046 16 5
Albury	88 8 4	494 19 4											
Araluen													
Armidale	21 1 7	123 1 10	25 13 7	55 8 9		238 11 4	109 13 0	23 18 0		340 2 9	937 10 10		937 10 10
Ashfield (Infants' Home)													
Balranald													
Bathurst	624 13 1	455 15 0	348 15 11	7 17 0		1,337 19 1*	126 16 11	43 9 4			2,945 6 4		2,945 6 4
Bega	20 2 1						11 18 2	8 1 4			40 1 7		40 1 7
Braidwood	614 11 5	84 14 6	11 6 1	10 1 0	60 7 3			2 9 0	20 10 0		203 19 3	400 0 0	603 19 3
Bourke		625 18 7			1,000 0 0		115 16 4	11 0 0		17 18 10	1,770 13 9		1,770 13 9
Carcoar	78 18 9	122 7 9	46 17 6	40 0 0		200 0 0		20 0 0	10 14 6		518 18 6	102 10 0	621 8 6
Copeland North	132 11 6	59 13 1			132 11 6			4 15 6			329 11 7		329 11 7
Cooma	85 16 1	25 1 6	107 7 7	11 0 0		214 13 5	126 2 2	13 11 8			583 12 5		583 12 5
Coonamble													
Deniliquin	498 14 7	550 4 0				149 14 4	92 4 6	3 10 0			1,303 7 5		1,303 7 5
Dubbo	61 6 1	178 16 1		35 10 0	200 0 0	266 7 4	49 4 4	2 2 0			793 5 10		793 5 10
Forbes	72 17 2	224 6 11		83 8 8	499 19 10	299 5 3	131 3 6	5 10 0	18 3 5	8 8 2	1,343 2 11	202 0 0	1,545 2 11
Glen Innes	86 3 3	218 5 11	20 0 0			65 4 6	90 17 10	22 11 0	58 8 0		661 10 6	1,300 0 0	1,861 10 6
Goulburn	242 9 9	238 14 6	8 2 9	36 4 6		200 12 8		8 15 0			734 19 2	1,000 0 0	1,734 19 2
Grafton													
Grenfell		255 9 8		12 0 0	250 0 0	187 16 0		3 0 0	2 8 0		710 13 8		710 13 8
Gulgong	23 1 5	41 3 0	182 7 9	54 0 1		194 19 4	65 17 4	1 10 0	13 7 0		576 5 11	222 12 0	798 17 11
Gundagai	236 7 1	79 0 0	20 0 0	22 0 0	98 11 6			34 3 6	19 10 0		509 12 1	300 0 0	809 12 1
Hay	320 7 3	643 17 3	5 7 0		126 18 7	456 10 8		21 7 10			1,574 8 7		1,574 8 7
Hill End		174 14 11	36 6 0			141 5 8		2 0 0	55 5 0	8 19 1	418 10 8	800 0 0	1,218 10 8
Hillston. (Hospital closed.)													
Inverell	0 10 5	192 19 3		58 7 0		223 0 0	142 7 7	20 16 0	4 4 11	33 2 3	674 7 5		675 7 5
Kiandra													
Lismore													
Maitland	243 2 5	809 14 2		46 10 0	132 0 0	598 2 2		5 10 0	223 0 0		2,057 18 9	4,043 6 8	6,101 5 5
Menindie													
Mudgee		242 9 4		39 6 6		272 4 11	49 18 6	7 0 0	12 14 0		623 13 3	266 0 0	889 13 3
Murrumbidgee	219 10 3	218 0 3			499 19 10	213 18 0	83 16 9	5 4 5	37 13 7		1,278 3 1	628 3 0	1,906 6 1
Muswellbrook		67 5 0	33 13 7	14 4 6		95 16 0	11 19 2	8 5 8	41 0 0	68 3 11	340 7 10	650 0 0	990 7 10
Narrabri	409 14 7	257 17 6		63 10 0		281 4 4		3 0 0	12 12 0		1,027 18 5		1,027 18 5
Newcastle	138 12 6	540 7 9	126 8 6†	25 1 0	300 0 0	1,250 0 3†		52 0 6			2,432 10 6		2,432 10 6
Orange		224 2 9	60 15 8	30 1 0		116 15 10	117 19 2	5 8 0		416 6 0	971 8 5		971 8 5
Parkes	13 16 1	254 0 6		7 6 0		283 7 10		4 19 10			563 10 3		563 10 3
Parramatta	108 9 9	267 17 11		12 3 0		250 0 0			30 0 0		668 10 8	700 0 0	1,368 10 8
Port Stephens													
Queanbeyan	104 4 3	56 2 10		22 10 0		59 8 0		4 0 0			246 5 1		246 5 1
Singleton	64 13 2	240 0 11	31 2 7	11 10 0		217 14 0	6 6 0	4 0 0	32 16 2		608 2 10	1,252 19 6	1,861 2 4
Scone	46 12 10	131 19 0		46 1 6		184 3 5	95 7 9	6 0 0	13 8 1		523 12 7	300 0 0	823 12 7
Sofala													
Tamworth	181 12 8	300 10 1		12 0 0		336 17 8	233 18 7	20 10 0	8 4 11		1,093 13 11	31 18 4	1,125 12 3
Tenterfield	701 6 9	92 10 5	5 16 9	0 2 7	600 0 0	169 17 7		11 0 0	13 15 3		1,594 9 4		1,594 9 4
Warialda	135 3 1	184 12 2				130 1 8	206 3 1	5 4 0			661 4 0		661 4 0
Wagga Wagga	75 6 11	822 1 2	4 6 4			367 10 3	729 1 3	17 7 6	150 0 0		2,165 13 5		2,165 13 5
Walgett													
Wellington	118 12 4	174 19 1				145 3 1	43 14 1	2 10 0			484 18 7		484 18 7
Wilcannia		763 11 8	86 11 7	21 5 3		69 9 9				64 10 5	1,005 8 8		1,005 8 8
Windsor	76 18 8	336 7 6	44 18 7	62 3 0		335 2 6		11 2 6	275 2 6		1,141 15 3	4,700 0 0	5,841 15 3
Wollongong	159 6 8	114 13 0		20 13 8		130 11 6		23 17 6	9 13 4	4 11 2	463 6 10		463 6 10
Yass	42 0 0	25 0 7	27 10 0	65 12 6		100 0 0	50 15 3	7 6 0	55 18 9		374 3 1	1,200 0 0	1,574 3 1
Young													
Total	£5,447 2 9	10,922 6 8	1,233 7 9	925 17 6	3,971 2 4	9,982 0 5	2,876 15 3	465 4 11	1,118 9 5	962 2 7	37,904 9 7	18,099 9 6	56,003 19 1

* Bathurst, £750 over from 1879. † Newcastle, Insurance paid. ‡ £750 over from 1879.

Expenditure.

Towns.	Overdraft, 31 December, 1879.	Hospital Maintenance.	Out-door Relief.	Travellers and forwarding.	Medical Officer.		Wardman's and Matron's Salary.	Funerals.	Buildings and Repairs.	Secretary's Department, Printing and Insurance.	Sundries.	Balance, 31 December, 1880.	Total Current Account.	Fixed Deposit, 31 December, 1880.	Grand Total.
					Salary.	Drugs and Instruments.									
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Adelong					100 0 0	51 4 8	304 9 0		71 4 5	29 11 0	25 11 0	64 18 5	1046 16 5		1046 16 5
Albury		399 17 11													
Araluen															
Armidale		294 10 4		26 3 0	80 0 0	65 4 11	97 4 8	10 15 0	72 8 9	60 14 3	230 9 11		937 10 10		937 10 10
Ashfield (Infants' Home).															
Balranald															
Bathurst		581 6 5		13 2 2	200 0 0	53 5 6	202 0 8	23 15 0	7 5 10	22 18 6	0 7 0	841 5 3	1945 6 4	1000 0 0	2945 6 4
Bega			13 4 6												
Braidwood		117 17 2			50 0 0	20 0 0	58 6 8		126 7 0	26 9 11	2 5 8	26 17 1	403 19 3	200 0 0	603 19 3
Bourke	285 14 1	302 8 10			250 0 0	81 14 2	120 0 0	67 10 0	10 0 0	53 6 8		2 12 10	1170 13 9	600 0 0	1770 13 9
Carcoar		188 4 8		0 15 0	75 0 0	19 13 0	70 0 0	7 10 0	11 1 9	10 3 6	9 2 6	66 13 7	458 4 0	163 4 6	621 8 6
Copeland			2 5 0		7 0 0				168 0 1	15 0 0	2 2 0	135 4 6	329 11 7		329 11 7
Cooma		106 10 9		4 2 0	100 0 0	18 10 9	37 10 0	6 0 0	189 0 6	6 2 10	27 18 1	87 17 6	583 12 5		583 12 5
Coonamble															
Deniliquin		346 0 7		26 6 6	200 0 0	80 2 11	162 16 0	35 0 0	176 14 0	21 17 6	9 15 3	244 14 8	1303 7 5		1303 7 5
Dubbo		166 3 6		2 10 0	99 1 0	13 4 7	108 12 10	23 15 0	138 5 8	54 11 10	20 2 5	66 19 0	693 5 10	100 0 0	793 5 10
Forbes		366 17 11		4 5 0	100 0 0	25 0 0	100 0 0	23 10 0	225 10 0				845 2 11	700 0 0	1545 2 11
Glen Innes		186 1 11		3 10 0	100 0 0	13 9 0	110 15 4	21 17 6	817 15 10	28 13 9	65 3 6	214 3 8	1561 10 6	300 0 0	1861 10 6
Goulburn	4 4 10	215 10 6			50 0 0	30 5 8	171 10 6	16 17 6	47 4 4	29 2 1	164 10 10	5 12 11	734 19 2	1000 0 0	1734 19 2
Grafton															
Grenfell		140 11 9					10 16 8		91 0 0	10 12 6	0 4 2	57 8 7	310 13 8	400 0 0	710 13 8
Gulgong		172 17 2			70 0 0	14 5 5	80 0 0	10 0 0	120 6 2	28 2 4	33 10 4	33 17 6	562 18 11	235 19 0	798 17 11
Gundagai		136 8 4	3 8 1	1 7 6	116 13 4	13 0 0	70 0 0	5 13 0	58 14 0	18 11 0	4 10 0	81 6 10	509 12 1	300 0 0	809 12 1
Hay		234 4 5			150 0 0	80 17 9	105 0 0	49 12 0	467 16 7	51 3 0	287 1 8	148 13 2	1574 8 7		1574 8 7
Hill End	100 1 2	107 19 8		2 5 0	78 0 6	36 18 8	52 0 0	7 9 0		3 8 0	30 8 8		418 10 8	800 0 0	1218 10 8
Hillston. (Hospital not yet opened.)															
Inverell	61 0 11	184 4 2	1 8 0	17 9 6	100 0 0	35 11 3	88 13 6	10 10 0	6 5 0	56 10 6	91 6 8	22 7 11	675 7 5		675 7 5
Kiandra															
Lismore															
Maitland		564 2 10		100 0 0	100 0 0	37 18 1	130 0 0	34 2 0	174 13 10	41 3 9	81 18 0	137 6 11	1401 5 5	4700 0 0	6101 5 5
Menindie															
Mudgee	60 6 5	203 10 10			55 12 0	91 8 0	111 0 0	13 15 0	20 2 0	13 2 0	2 18 5	57 18 7	629 13 3	260 0 0	889 13 3
Murrumbidgee		165 9 8	26 16 6		105 0 0	3 18 6	84 14 0	7 0 0	224 8 3	32 1 0	31 4 3	561 12 3	1242 4 5	664 1 8	1906 6 1
Muswellbrook	7 4 4	150 11 0	14 0 0	5 5 10	40 0 0	22 7 3	80 0 0	3 0 0	9 7 0	3 4 11	5 7 6		340 7 10	650 0 0	990 7 10
Narrabri		380 7 10		28 3 3	160 0 0		100 0 0	36 19 6	16 13 10	19 11 6	48 0 3	238 2 3	1027 18 5		1027 18 5
Newcastle		530 1 2		1 0 6	150 0 0	70 7 2	139 0 0	23 10 0	405 0 5	38 16 9	107 5 1	967 9 5	2432 10 6		2432 10 6
Orange	104 2 5	287 3 6			62 10 0	86 12 0	169 2 6	50 15 6	96 2 5	61 18 0	53 2 1		971 8 5		971 8 5
Parkes		159 11 7			125 12 8	40 3 10	75 0 0	3 3 0	6 5 0	10 15 0	24 5 1	118 14 1	563 10 3		563 10 3
Parramatta		232 13 3				87 10 4	211 0 7	11 15 0	6 11 3	24 8 2	30 13 3	63 18 10	668 10 8	700 0 0	1368 10 8
Port Stephens															
Queanbeyan		20 18 0		0 5 0	50 0 0		82 5 3	5 5 0	7 19 6	5 10 4	25 6 9	48 15 3	246 5 1		246 5 1
Singleton		214 7 10	42 19 10	5 11 0	70 0 0	0 7 0	78 2 0	22 0 0	1011 19 9	39 6 0	91 2 1	22 10 8	1598 6 2	262 16 2	1861 2 4
Seon		162 18 3	57 15 0	3 15 6	50 0 0	0 7 0	75 0 0	4 10 0	47 6 1	5 2 9	20 10 8		427 5 3	396 7 4	823 12 7
Sofala															
Tamworth		447 0 7	4 10 0	28 3 0	4 4 0	104 13 0	100 7 11	22 12 9	46 4 4	68 12 4	7 0 11	97 3 5	925 12 3	200 0 0	1125 12 3
Tenterfield		84 3 6		4 10 0	86 4 6	14 19 0	60 0 0	15 15 0	575 10 0	10 9 6	11 12 0	31 5 10	894 9 4	700 0 0	1594 9 4
Warialda		81 5 8		6 0 0	190 0 0	44 1 0	52 0 0		70 0 4	18 7 4	15 8 9	184 0 11	661 4 0		661 4 0
Wagga		635 3 7			25 0 0	89 6 6	58 2 2	26 19 0	594 11 4			436 10 10	1865 13 5	300 0 0	2165 13 5
Walgett															
Wellington		79 15 5			100 0 0		80 0 0	23 5 0		23 5 6	51 9 2	127 3 6	484 18 7		484 18 7
Wilcannia		283 18 7			92 8 7	144 6 10	127 5 10	32 0 0		26 4 3	299 4 7		1005 8 8		1005 8 8
Windsor		534 14 7			40 0 0	71 0 2	130 0 0	9 2 0	17 0 0	21 17 0	48 18 8	269 2 10	1141 15 3	4700 0 0	5841 15 3
Wollongong		140 14 1	17 7 9		60 0 0	57 19 10	60 0 0		2 7 6	13 4 10	0 14 8	110 18 2	463 6 10		463 6 10
Yass		103 8 7			104 0 0	13 0 1	70 0 0	16 17 6	17 9 3	29 3 6	7 14 2	12 10 0	374 3 1	1200 0 0	1574 3 1
Young															
Total	622 14 2	9709 16 4	183 14 8	279 9 9	3596 6 7	1632 13 10	4022 16 1	682 0 3	6154 12 0	1033 3 7	1968 6 0	5585 17 2	35471 10 5	20532 8 8	56003 19 1

COUNTRY HOSPITALS.—Medical Returns, 1880. Diseases Treated.

Name of Hospital.	Diseases.																																				
	Class I.—Zymotic.					Class II.—Constitutional.				Class III.—Local.								Class IV.—Development.				Class V.—Violence.															
	Order.				No. of Patients.	No. of Deaths.	Order.		No. of Patients.	No. of Deaths.	Order.								No. of Patients.	No. of Deaths.	Order.																
	1. Miasmatic.	2. Eanthetic.	3. Dietic.	4. Parasitic.			1. Diathetic.	2. Tubercular.			1. Nervous System.	2. Organs of Circulation.	3. Respiratory Organs.	4. Digestive Organs.	5. Urinary Organs.	6. Organs of Generation.	7. Joints and Bones.	8. Integumentary System.			1. Children.	2. Adults.	3. Old People.	4. Nutrition.	1. Accident or Negligence.	2. Wounds.	3. Murder, Man-slaughter, &c.	4. Suicide.	5. Execution, Hanging.								
Adelong. (Closed)	24	6	2	..	32	1	17	6	23	3	33	5	18	17	0	9	..	18	103	11	..	..	3	12	2	17	1	45	5	1	..	..	..	51	8	..
Aloury	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Ararat. (Closed)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Armidale	6	2	2	..	11	1	24	4	28	3	10	4	11	1	2	9	1	14	45	5	..	..	..	..	9	9	1	12	1	..	..	..	13	..	..	..
Ashfield Infants' Home	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Balmoral. (Not yet open)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bathurst	24	6	3	3	46	6	20	12	32	9	20	9	6	7	4	6	4	7	63	1	..	1	19	17	37	4	7	29	2	..	..	..	..	..	..	..
Bega B. A. (Only out-door relief given)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Braidwood	..	..	..	..	..	..	5	1	6	1	1	1	7	..	2	..	..	..	18	2	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bourke	..	15	18	1	12	2	14	1	10	6	7	16	15	9	8	8	71	9	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Carcoar	3	..	8	1	1	1	2	..	3	2	7	5	7	5	4	4	80	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Capeland N. (Not opened yet)	..	..	..	1	1	..	1	1	2	..	..	3	3	1	1	1	..	3	12	2	..	1	2	2	5	..	..	3	1	..	..	..	..	..	..	..
Cooma	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coomamble	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Deniliquin	4	3	1	1	9	2	11	8	19	1	9	4	19	7	4	..	3	14	60	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Dubbo	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Forbes	2	..	2	2	6	..	4	5	9	3	4	..	6	..	5	..	1	6	22	7	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Glen Innes	1	..	..	..	3	2	..	..	..	..	..	3	5	5	..	2	2	25	3	3	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Goulburn*	1	..	..	..	3	..	4	6	10	2	2	1	4	5	8	2	1	16	3	3	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Grafton	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Griffith	3	..	..	..	3	..	..	1	1	..	1	..	..	..	..	..	..	..	..	..	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gulgong	1	..	2	..	3	1	0	..	9	1	6	4	7	5	..	9	..	3	28	5	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gundagai	1	..	..	..	4	..	4	1	5	..	1	2	2	1	..	1	..	12	1	1	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hay	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hill End. (No qualified medical man attached to Hospital at present.)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Hillston. (Hospital closed; will be re-opened.)	8	1	1	..	10	1	1	..	1	1	11	1	14	4	3	4	1	4	42	8	..	..	..	1	3	4	1	10	3	..	..	..	..	..	..	..
Lismore	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Maitland	8	..	3	2	13	..	11	6	17	6	8	10	31	15	..	..	7	17	88	5	..	..	6	10	10	..	45	3	..	..	..	..	..	..	..	..
Manildra	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Mudgee	34	..	..	..	34	1	8	3	11	1	9	1	19	5	5	1	2	9	51	2	..	..	6	..	6	1	11	..	..	..	..	..	..	..	..	..
Murrumbidgee	2	1	3	..	6	2	3	3	3	1	10	..	8	3	2	1	1	1	43	5	..	..	..	7	7	..	8	..	..	..	..	..	..	..	..	..
Muswellbrook	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Narrabri	5	3	1	..	9	2	18	3	23	2	13	5	15	3	3	1	1	2	45	1	..	..	4	1	5	2	11	1	..	..	..	..	..	..	..	..
Newcastle	16	3	2	2	23	2	7	4	18	3	19	11	4	3	4	14	7	71	13	1	..	1	4	1	6	6	80	2	..	..	..	..	..	..	..
Orange	..	..	..	..	..	..	5	1	6	4	10	2	4	2	2	2	2	37	6	6	..	..	2	2	2	2	6	..	..	..	..	..	..	..	..	..
Packes	5	..	..	..	5	2	4	1	5	..	4	..	3	2	1	1	7	5	23	3	..	..	..	1	1	1	4	..	..	..	..	..	..	..	..	..
Port Stephens	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Parramatta	4	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Queanbeyan	4	..	..	..	4	2	1	1	2	..	10	..	1	..	..	..	..	..	11	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Scots	2	1	3	1	7	..	5	1	6	1	3	1	8	6	2	1	..	..	16	..	..	1	12	1	14	1	5	..	..	..	..	..	..	..	..	..
Sofala	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Singleton	2	..	..	..	..	..	4	3	7	..	17	2	1	2	..	1	1	5	29	6	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Tamworth	8	10	4	2	24	3	12	9	21	5	6	10	10	19	14	..	1	18	78	2	..	..	17	7	24	..	21	..	..	..	..	..	..	..	..
Tenterfield	11	..	..	..	1	1	1	..	1	..	2	1	2	3	..	..																			

THE BENEVOLENT SOCIETY'S ASYLUM.

THE operations of this Society for some time past have been conducted under difficulties consequent on the public requirements out-growing the accommodation which the buildings are capable of affording.

During last year much sickness prevailed in the children's department of the Institution—some of it of a serious character.

A larger number of women (233) were received into the Lying-in Hospital last year than during any previous similar period.

The expenditure in out-door relief for 1880 shows a considerable increase as compared with 1879, so that in all its departments the Society's attention and resources were called into fullest activity.

In my many visits to this Asylum I have always been favourably impressed by the good order and cleanliness observable throughout the wards, as also by the kindly care shown to the inmates, and especially to the children by the Medical Officer and the nursing staff.

THE CHILDREN'S DEPARTMENT.

An epidemic of measles of a severe type broke out, giving much trouble and anxiety. The cases numbered 137, and the disease spread to some of the adults in the Lying-in Hospital wards.

The tender ages of many of the little patients, their enfeebled constitutions consequent on inherited taint, and in many cases the adverse circumstances antecedent to their birth, conspired to render the task of carrying them successfully through such illness both arduous and more than ordinarily trying. Towards the end of the year the epidemic was suppressed, and the general health of the children became restored.

I cannot avoid remarking that there seems at this Asylum a constant tendency to weak and inflamed eyes—notwithstanding the extreme vigilance of the Medical Officer and nursing staff. It might be well to inquire how far local causes—I mean the buildings themselves—are liable for inducing a complaint which always finds in Asylum children an easy receptivity.

THE LYING-IN HOSPITAL

The cases in this Department have year by year been increasing. In 1876 there were 156 accouched; in 1879, 203; and in 1880 the numbers had risen to 233.

Every likelihood exists that under present circumstances this increase will be continuous, in which case it will become impossible to prevent improper and perhaps even dangerous overcrowding.

In their Annual Report the Directors lay much stress on this fact, and express an extreme desire to learn the decision of the Government on their application made to it two years ago. They wished to be permitted either to build a new and improved Institution on the present site, or—giving up the land, &c., to the Government at a fair value—to be assisted in the erection of a new Hospital, &c., in another situation.

I would respectfully suggest that the matter is a very important and pressing one.

Subsidiary to the Lying-in Hospital is a recently formed sub-department for the treatment of women suffering from ovarian and womb diseases, but who are not admitted as in-patients. It has already done much valuable work, and many poor married women have availed themselves of the advantages here offered.

OUT-DOOR RELIEF DEPARTMENT.

The expenditure last year amounted to £892 9s. 5d., of which £500 was contributed by the Government; the remainder is made up from the Society's subscriptions, &c.

Statistics.

	Men.	Women.	Children.	Total.
Number remaining in Asylum, 31st December, 1879	2	90	191	283
Admitted, 1880	...	273	274	...
Births	...	...	233	780
	2	363	698	1,063
Discharged, 1880—		Women.	Children.	
With permission	...	274	298	
To Randwick	...	...	82	
Deaf and Dumb and Blind Asylum	...	...	4	
Boarding-out Society	...	...	35	
Gladesville Asylum	...	1	...	
Nautical School-ship "Vernon"	...	...	1	
Expelled	...	1	...	
Absconded	...	6	...	
Infirmary	...	2	...	
Police	...	1	...	
Died, 1880	...	3	95	...
	2	75	177	809
Number remaining in Asylum 31st December, 1880	2	75	177	254

Of the deaths, 3 adults 95 children; 2 adults 29 children were admitted moribund.

Of the 95 children who died—

20	were aged under 1 month.
24	" 1 to 3 "
20	" 3 to 12 "
24	" 12 to 24 "

In above were 10 cases of premature birth; 37 cases of marasmus or wasting disease.

Almost all these deaths were traceable to causes affecting the children prior to birth.

Income.

		<i>Income.</i>			£ s. d.			£ s. d.		
Balance 31st December, 1878	207	3	1	
Received from Government—										
For Maintenance women and children...	4,783	0	0			
Out-door relief	500	0	0			
Fines from Police Benches	566	3	7			
								5,849	3	7
Received from other sources—										
Public subscriptions	475	6	6			
Interest and legacies	310	0	0			
Sundry sales, &c.	15	6	11			
Private payments for maintenance of women and children	£133	14	5			
Less refund to Government	90	16	0			
								42	18	5
								843	11	10
										£6,899 18 6
<i>Expenditure.</i>										
Buildings and repairs	595	4	10
Out-door relief	892	9	5
Salaries, maintenance, and working expenses	4,218	5	11
*Balance in bank	1,193	18	4
										£6,899 18 6
<i>Investments.</i>										
DR. Amounts, legacies, and bequests...	5,179	16	3
Proceeds of sale house and land from Government	10,359	4	5
Interest and investments in bank deposits	14,158	12	0
Land at Bankstown	480	0	0
Legacy late J. G. Raphael, Esq.	43	0	4
General account	79	6	7
										£30,299 19 7
CR.										
By land at Bankstown	480	0	0
Government debentures	3,000	0	0
Wood's Legacy	500	0	0
										3,980 0 0
Deposits in bank—										
Bank of New South Wales	15,081	14	2
The City Bank	11,238	5	5
										26,319 19 7
										£30,299 19 7

THE DESTITUTE CHILDREN'S ASYLUM, RANDWICK.

THIS Institution fully maintained the high character which during the last four or five years it has won for attention to all matters in connection with cleanliness, order, and general details of management.

No disturbing influences or complaints such as in 1879 gave the Institution such unpleasant notoriety and for a time even affected its internal discipline were apparent throughout the year 1880.

The directors appear to have spared neither thought nor money in their endeavours to increase the number or improve the character of the appliances at their command, till now the Asylum stands forth a model of its class.

The last important addition was the new Receiving House, towards the erection of which the Government, by special vote in 1878, contributed the sum of £2,000. The total cost of this structure, with fittings, &c., amounts to about £3,600.

It stands apart from all the other buildings, has enclosed grounds, and a special service staff. Every child on its admission to Randwick here undergoes a quarantine.

In previous reports I have spoken of the general aspect of the children in this Institution as impressing me unfavourably. I therefore now the more gladly place on record my testimony to the improvement I observe in their present health and spirits.

A larger daily supply of milk, and the substitution of cocoa for tea in the dietary scale, has probably assisted in bringing about so desirable a change; but to the Medical and Administrative Officers and their subordinates is also due a share of the credit.

The Medical report for 1880 is especially satisfactory when contrasted with some issued of late years. On 31st December, 1879, there were—

In Hospital...	...	...	...	...	108 cases
Admitted during 1880	...	...	...	...	867 "
					— Total for year ... 975
Discharged	...	...	...	...	929 cases
Died (effusion of brain)	...	...	...	...	3 "
Remaining in Hospital, 31st December, 1880	...	...	...	...	43 "
					— Total for year ... 975
In 1879 the Ophthalmic cases were	...	...	...	...	541
In 1880 only	...	...	...	...	220

And of these the greater number were re-admissions or tedious cases—a legacy from the previous year. Two

* This amount will further swell the Reserve Fund of £30,299 19s. 7d.

Two epidemics—scarlet fever 52 cases, and measles 216 cases—visited the Asylum during 1880. It is especially creditable to the Medical Officers and the nursing staff that they carried their patients through without a single death resulting from either disease.

Consequent on the infectious character of the sickness some extra expenses were necessarily incurred. The Hospital, dormitories, and class-rooms were disinfected, recoloured, or repainted, and important improvements made in the drainage, which have been examined and approved by the City Inspector and City Engineer.

The Department of Education controls the schools of the Institution, and has reported favourably of the progress made by the children during last year. Thus—

Boys' department fair.
Girls' do. fair to very fair.
Infants' do. very fair.

Statistics.

Numerical strength on 31st December, 1879 ...	Boys.	Girls.			
	373	268			Total 641
Admitted, 1880—					
	Boys.	Girls.			
From parents or guardians ...	22	16	=	38	
By order of Government ...	55	39	=	94	
					Total 132 = 773
Discharged, 1880—					
To parents or guardians ...	46	24	=	70	
Apprenticed to subscribers ...	32	29	=	61	
Deaths ...	2	1	=	3	
					Total ... 134
Remaining in Institution, 31st December, 1880 (370 boys, 269 girls) ...					639

Classified as to ages and religion under following tabulated statement:—

Children.	Under 7 years.		From 7 to 9.		From 9 to 11.		From 11 to 13.		Total.	
	P.	R.C.	P.	R.C.	P.	R.C.	P.	R.C.	Boys.	Girls.
Boys	57	23	69	33	62	40	55	31	370	269
Girls	45	16	53	22	45	20	41	27		
	318				321				= 639	

The average daily number throughout the year was 656 as against 622 in 1879—showing an increase of 34.

Daily average throughout year of Government children ...	461½
Do. do. of Society's do. ...	194½
	Total ... 656

Of the above 639 children, inmates on 31st December, 1880, 455 were State children, admitted by order of the Colonial Secretary through the Benevolent Society's Asylum; and 184 only were the Society's directly admitted children.

This large difference used not to exist in former years, and is, I would again suggest, worthy the attention of the Government. Many applicants who now obtain admission orders for their children to the Benevolent Asylum might, with advantage to the public revenue, be referred to the Randwick Society direct.

I would also here remark that the average maintenance cost per head at this Asylum is much higher than at either of the Orphan Schools, while, from the larger number of the children, it should be less.

DESTITUTE CHILDREN'S ASYLUM, RANDWICK—Analysis of Expenditure for 1880.*

Year.	Average No. of Children.	Salaries.		Rations.		Clothing.		Furniture, &c.		Crockery and Hardware.		Fuel and Light.	
		Total.	Rate per head.	Total.	Rate per head.	Total.	Rate per head.	Total.	Rate per head.	Total.	Rate per head.	Total.	Rate per head.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1880	656	3071 15 10	4 13 7	3261 12 7	4 19 5	3002 9 0	4 13 4	1295 14 1	0 9 0	221 11 6	0 6 9	463 11 3	0 14 3
Year.	Forge and Farm.		Miscellaneous Expenses.		Education.		Medicines.		Buildings and Improvements.		Total cost per head, exclusive of repairs to Buildings, &c.	Total gross cost per head, including repairs, &c.	
	Total.	Rate per head.	Total.	Rate per head.	Total.	Rate per head.	Total.	Rate per head.	Total.	Rate per head.			
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
1880.....	740 10 10	1 2 6	447 4 1	0 13 7	359 0 6	0 10 11	215 11 2	0 6 6	2154 0 6	3 5 8	18 10 3	21 15 11	

Shows net cost of maintenance £18 10s. 3d. for 1880 as against £16 15s. 7d. in 1879, both exclusive of cost of repairs and improvements to buildings, which last year averaged £3 5s. 8d. per head, making gross cost, 1880, £21 15s. 11d.

Income

* £358 printing, £48 insurance, and £40 interest not included in above Analysis of Expenditure.
† Includes miscellaneous expenses.

<i>Income for 1880.</i>		£	s.	d.	£	s.	d.	
Received from public subscriptions—								
Subscriptions					1,795	2	10	
Legacies (interest only available)					4,707	6	11	
Special bequests and donations					55	0	0	
Contributed by parents or guardians					435	18	9	
Apprentice fees		59	17	0				
Deducted from apprentice fund and incidentals		96	0	0				
						155	17	0
Interest—On Perpetual Subscribers' Fund... ..								
On fixed deposits		344	19	2				
		122	11	8				
						467	10	10
Amount withdrawn from fixed deposits					1,043	0	4	
Miscellaneous articles sold					67	16	10	
Received from Government—								
£2 to £1 on subscriptions		4,000	0	0				
Maintenance State children, November and December, 1879, at £14 per head		1,066	17	3				
Supplementary charge for maintenance, 1879, being difference between £14 and £19 4s. 7d., for 12 months, on State children		2,151	9	10				
Maintenance, 1880, at £14		5,391	5	1				
						12,611	12	2
						21,339	5	8
Cheques not presented								
Overdraft, A. J. S. Bank		233	16	4				
		113	2	7				
						346	18	11
						£21,686	4	7

<i>Expenditure.</i>		£	s.	d.	£	s.	d.	
Salaries and wages		3,071	15	10				
Education charges		359	0	6				
Maintenance		7,970	6	2				
Printing, stationery, postage, &c.		358	8	3				
Insurance, furniture, sundries		343	16	7				
						12,103	7	4
Interest on bank overdraft		40	13	4				
Repairs to buildings and improvements		2,154	0	6				
						2,194	13	10
New buildings and improvements		1,691	0	3				
Purchase Government debentures		3,400	0	0				
Fixed deposits A. J. S. Bank		1,045	12	0				
						6,136	12	3
Accounts due 31st December, 1879		775	4	0				
Cheques unpaid		34	13	7				
Overdraft, A. J. S. Bank		441	13	7				
						1,251	11	2
						£21,686	4	7

<i>Liabilities.</i>		£	s.	d.	£	s.	d.	
Bequest Fund		60	3	8				
To Perpetual Subscribers' Fund		1,385	6	1				
Cheques not presented 31st December, 1880		233	16	4				
Overdraft, A. J. S. Bank		113	2	7				
						1,792	8	8

<i>Assets.</i>		£	s.	d.	£	s.	d.	
Fixed deposit account	2,045	12	0					
Government grant subscription account for December, 1880	333	6	8					
Government maintenance account for November, 1880	£525	7	3					
Government maintenance account for December, 1880	539	0	9					
		1,064	8	0				
					3,443	6	8	
Government maintenance account, 1880 (supplementary)	*3,595	16	6					
Less paid by parents of children from Benevolent Asylum	59	6	0					
		3,536	10	6				
Valuation of stock on hand at cost price... ..		1,831	17	0½				
						£8,811	14	2½
Perpetual Subscribers' Fund now amounts to £10,885 6s. 1d.								
								<i>Apprentice</i>

* Difference between £14 and £21 15s. 11d. on the 461½ children admitted from Benevolent Asylum.

<i>Apprentice Fund—</i>		£	s.	d.	£	s.	d.
On 31st December, 1879, in Savings Bank, balance to credit of fund	...	...	...	...	3,536	18	1
Wages paid employers, 1880	...	1,806	3	3			
Interest paid by bank on deposits	...	171	6	10			
					<u>1,977</u>	<u>10</u>	<u>1</u>
							£5,514 8 2
Deduct—Wages paid, in 1880, to 40 boys and 47 girls, on completing indentures	...	1,762	15	6			
Amount transferred to A. J. S. Bank to meet incidentals chargeable to this fund	...	96	0	0			
*Paid prizes, bats, balls, &c.	...	54	2	4			
					<u>1,912</u>	<u>17</u>	<u>10</u>
Leaving a balance to credit for 1880 of	...	...	...	...	£3,601	10	4

During the year 61 apprentices were sent out from the Institution.

I exceedingly regret the determination of the Society to discontinue the plan carried through from 1862 to 1873, of paying gratuities as rewards to all apprentices who creditably completed the full term of their apprenticeship.

The system was valuable as again bringing the apprentice into direct contact with the Society. It was an incentive to the child to persevere in a good course, and gave an unmistakable evidence to the public and Government of the success or otherwise of the Randwick training. I yet hope to see the practice revived.

* This item is fairly chargeable to General Account, but not to the Apprentice Fund.

THE SOCIETY FOR BOARDING-OUT STATE CHILDREN, &c.

The Society consists of a number of persons who consider it inadvisable to mass the children of the State together, thus giving them as it were a distinctive character, and bringing them up in ignorance of home associations, interests, and experiences; they further insist that children reared in large Institutions do not get the healthiest and happiest development, either physical or mental; are especially liable to that scourge of Institutions, ophthalmia; and are apt in after life to manifest a want of energy and self-dependence which brings them again within the charities area.

The Society believe there are many persons within our community, of undoubtedly respectable position and character, who, having no children of their own, or for other good reasons, are desirous of receiving children into their homes and extending to them parental care and training.

The Boarding-out system has been successfully carried out on a very large scale in Scotland,—in considerable numbers in Ireland,—and to a lesser extent in England. It has also met with approval in Germany and France. In Victoria, South Australia, and Tasmania, the results have been encouraging, and to present time there has been no difficulty, without advertising, in finding homes of a suitable kind for the children taken in charge by the Boarding-out Society.

Its operations date back to November, 1879, when a sum of £200 was granted from the public revenue. Last year, 1880, a further sum of £400 was voted.

Fifty-seven children have been placed in families in various districts—a large proportion in Goulburn and its neighbourhood

Reclaimed by relatives	...	...	...	...	4
Died from after effects of measles	...	...	...	...	1
					<u>5</u>
					52

Of these—Adopted	...	...	...	...	1
Entirely paid for by parent	...	...	...	...	2
Partially do. do.	...	...	...	...	7
					<u>10</u>

Leaving to be provided for by Government at cost of 5/- or 7/- per week

TREASURER'S SUMMARY—Boarding-out Society, 1880.

	£	s.	d.		£	s.	d.
To Balance	...	...	...	Board and maintenance of children	}	†443	2 8
Received from Government	...	399	19 10	and miscellaneous expenses			
From private sources	...	62	17 9	Balance	...	136	5 7
		<u>£579</u>	<u>8 3</u>			<u>£579</u>	<u>8 3</u>

In each district where children are boarded-out there is a ladies' committee who periodically (every six weeks) report on the condition of each child—visited at irregular intervals by a lady visitor. The school teachers are also requested to take special note of the State children attending school, and to report freely upon their aspect, health, attendance, &c., to the visitor.

Catholic children will be free to attend their own schools if desired, and be under observation of Catholic ladies and in care of Catholic families.

The State Children Relief Bill, passed during the last session of Parliament, has brought this Society into direct contact with the Government.

† Maintenance, £261 19s. 1d.; Outfits, £160 17s. 10d.; Expenses (miscellaneous), £7 5s. 9d.; Stamps and postages, £13; total, £443 2s. 8d.

NEW SOUTH WALES INSTITUTION FOR THE DEAF AND DUMB AND THE BLIND.
NUMBERS OF CHILDREN.

	N. S. Wales.		Queensland.		Tasmania.		Totals.		Grand Totals.
	Deaf and Dumb.	Blind.	Deaf and Dumb.	Blind.	Deaf and Dumb.	Blind.	Deaf and Dumb.	Blind.	
In the Institution, 31st December, 1879.....	30	...	18	...	...	...	48	...	62
Admitted during 1880	7	7	2	5	...	2	9	14	
Discharged during 1880 .....	...	7	...	3	...	1	...	11	20
Remaining in the Institution on 31st December, 1880.....	37	14	20	8	...	3	57	25	
Discharged during 1880	7	...	1	...	...	...	8	...	10
Remaining in the Institution on 31st December, 1880.....	...	2	...	...	...	...	...	2	
Discharged during 1880	30	...	19	...	...	...	49	...	72
Remaining in the Institution on 31st December, 1880.....	...	12	...	8	...	3	...	23	

STATEMENT showing Receipts and Expenditure from 1st January to 31st December, 1880.

RECEIPTS.		£	s.	d.	£	s.	d.	EXPENDITURE.		£	s.	d.	£	s.	d.			
To Bank Balance, 31st December, 1879, Building Fund Account.....		551	1	3				By Salaries and wages	801	14	5							
„ Less Overdraft, General Fund Account.....		182	10	4				„ Groceries, provisions, and fodder for cow ..	480	7	10							
„ Government Subsidy		450	0	0				„ Commission and expenses to collectors	235	2	11							
„ Subscriptions and donations, Public	1,091	19	9		368	10	11	„ Furniture, crockery, and bedding	102	12	4							
„ „ „ Country	416	2	3					„ Drapery and clothing	244	8	2							
„ „ „ Queensland*	24	13	0					„ Fuel, light, and medicine	63	9	8							
„ Contents of Visitors' Box at Institution	2	5	0					„ Alterations and repairs	150	10	9							
„ Legacies	4,711	9	9					„ Advertising, printing, stamps, & stationery ..	200	13	6							
„ Special donations	50	0	0					„ Sundries, petty house expenses	81	18	0							
„ Collections by friends, New South Wales	79	18	0					„ Training and cost of passage of teacher	107	0	0							
„ „ „ Queensland	54	3	0					„ Live stock, cow	8	0	0							
„ Surplus funds, picnics, banquets, &c.	10	14	3					„ Insurance on buildings and furniture	4	17	6							
„ Sales of Institution property	37	4	0					„ Amount expended in erection of New Wing ..	1,115	8	0							
„ School fees received, New South Wales	£255	5	0					Total Expenditure for the Year.....	£			8,730	3	1				
„ „ „ Queensland 332 13 4*								Balance invested as follows :-										
„ „ „ Tasmania.. 60 0 0†								Fixed deposits	2,300	0	0							
„ Repayment for clothing, New South Wales	£40	18	6					Debentures	510	0	0							
„ „ „ Queensland 35 17 11								Bank balance Building Fund.. £1,147 3 0										
„ Interest on investments	76	16	5					Less Overdraft General Fund.. 290 13 6				856	9	6				
Total Receipts during the year	£				7,718	1	8	Total	£						4,356	9	6	
Total	£				8,036	12	7	Total	£							8,036	12	7

I have always pleasure in laying the condition of this Charity before the Government. Not only because of its admirable management and truly benevolent character, but because it has acquired a vigour of growth and self-dependence not equalled by any of our other regularly-subsidised Public Charities.

By reference to the figures above it will be seen that the Government annual subsidy is only £450, while the amounts contributed by the public and paid to the Society by friends of the inmates reached the very respectable sum of £2,454 10s.—

The subscriptions £1,729 15 3
Schooling fees and payments for clothing by friends 724 14 9

If the Institution is fortunate in receiving a few legacies, and the present wholesome system of economy be continued in the future, the Society, in a few years, will become independent of State aid.

The motive of action pursued at this Institution is worthy of a wide imitation. It extends its beneficence to the necessitous, but is careful in exacting contributions from all who are in a position to pay wholly, or in part, for the benefits it can render.

The health of the inmates during the year 1880 was so good that the new Hospital rooms did not require to be occupied.

The "articulation," or German system of instruction, has been brought into operation; but, so far, the time is too short to allow of results, or to form any opinion of its value or suitability.

Statistics—1880.

Numbers of Children—

In Institution, 31st December, 1879	{ 59 }	...	...	...	62
Admitted during 1880	{ 3 }	...	...	...	20
Discharged during 1880		...	...	...	82
Remaining in Institution, 31st December, 1880...		...	...	...	10
From New South Wales		...	...	42	
From Queensland		...	...	27	
From Tasmania		...	...	3	
					72

No legacies or bequests were made to the Society during 1880. The Perpetual Subscribers' Fund Account remains as it was in 1879.

To amount of legacy of late John Wood, of Glebe Point £1,000 0 0
Do. do. of late J. G. Raphael 43 0 4
£1,043 0 4

* Total receipts from Queensland—Subscriptions and donations, £24 13s.; collections by friends, £54 3s.; school fees, £332 13s. 4d.; repayments for clothing, £35 17s. 11d.; total, £447 7s. 3d.
† Total receipts from Tasmania, £60.

The

THE INFANTS' HOME, ASHFIELD.

THIS Society comes within the list of Government Subsidized Charities in consequence of a grant in aid of £1,000 given to it by Parliament in 1879.

Its object is "to bestow aid and shelter on friendless women and deserted wives, who, without such aid, would experience much difficulty in obtaining employment, being burdened with the charge of young and often delicate or sickly children."

Whilst rendering assistance to the distressed, it endeavours to avoid pauperising a class able and willing to work were the means and opportunity but afforded them.

It declares that its operations in the past have resulted in much good—that it has been the means of saving many infant lives which otherwise would have been sacrificed, and has replaced many women in spheres of usefulness and respectability who were unable to contend alone against the difficulties of their position, and might, but for its sympathy and help, have succumbed to adverse circumstances and evil influences.

The Home is situated at Ashfield, 5 miles from Sydney, where the Society hold, by purchase, about 4 acres of land—on which a debt of £2,000, due to its own Perpetual Subscribers' Fund, remains.

The building (a large villa of brick) contains the administrative department, and sundry rooms set apart for the infants, most of whom are nursed by their own mothers.

In separate small paddock-like enclosures, nicely grassed, are two wooden cottages, fitted up for children above two years of age. Each hut is under the care of a submatron and nurse, and the children are classed in them according to ages.

Nine of the eldest children, between five and six and a half years old, now attend the Public school at Ashfield.

In order to provide employment, and also to render the Institution as much as possible self-supporting, a well-appointed laundry has been fitted up, which seeks the patronage of the public. An attempt was also at one time made to meet pressing needs by selling milk and garden produce, but the practice has now been given up.

On my visits of inspection to the Institution I was very favourably impressed by the general cleanliness of the place, and the care and attention which seemed to be taken of both the women and children—the former were cleanly and neatly dressed, and altogether looked more calm and domesticated than I had expected to find them. Many of their infants, however, were very small, and bore the appearance of having undergone much trial and suffering, others again seemed fairly nourished.

The children in the "huts" (as they are termed, though in fact very comfortable and well-furnished weatherboard cottages) particularly struck my attention from their remarkably bright, cheerful aspect. Many were a little undersized, but, without exception, they were healthy and most happy looking, and their clothing was of admirable quality and very clean. My visits were sudden, and could not have been anticipated, so that I saw the Institution in its normal condition.

It will be seen by reference to the Balance Sheet of the Society that for the year 1880 a sum amounting to £290 1s. 6d. was contributed towards maintenance by the parents of the children in addition to £107 16s. 11d., the proceeds of work done in the laundry besides the washing necessary for the establishment itself.

In answer to my inquiries, I ascertained that every woman on admission engaged to earn or pay at a certain weekly rate; and that many most faithfully continue to do so after leaving the Institution for service—their children remaining at the Home in charge of the Society. On the other hand, some at once on going out break their promises, and cast their children on the good nature and benevolence of the Society; while a still larger number pay for a time, then gradually become irregular, and finally cease altogether to remit.

Notwithstanding these disappointments the payments on the whole are considered satisfactory in the meanwhile, and it is hoped that as the disinterested benevolence and self-sacrificing character of the Society is better understood and more widely known among the class it benefits, so will better faith be kept with it by its clients.

Statistics of Numbers for the Year 1880.

	Women.	Children.
Inmates on 31st December, 1879 ...	18	77
Admitted during the Year 1880 ...	32	73*
	— = 50	— = 150
Discharged during the Year 1880 ...	33	59
Died " " ...	Nil	45
	— = 33	— = 104
Remaining in Institution, 31st December, 1880...	17 women	46 children.

It is contended by the Society that the death rate, though abnormally high, as compared with ordinary infant mortality, is lighter than what takes place in similar Institutions either in Europe or America; and, further, that they never refuse to admit an infant because its death is probable.

I am not in a position to express any opinion on the above comparison, but it is worthy the consideration of the Government to ascertain if further means cannot be devised for reducing a mortality which is one of the darkest blots on our boasted civilization.

Many

* Of the 73 children admitted in 1880, 60 were below three months old, the greater part delicate, emaciated, and suffering from exposure and bad usage.

Many of the women and children at the Infants' Home, Ashfield, have been discharged from the Benevolent Society's Asylum, and much of the hardship and exposure, before spoken of as tending to cause the high death rate, is endured between the time the infants leave the one Institution and gain the shelter of the other.

The Benevolent Asylum is conducted almost entirely at the Government cost, and the Infants' Home having become a Government subsidized charity, I would respectfully suggest that Government might require such a degree of co-operations between these two Institutions as would, by bridging over the intervening space, tend to the lessening of this heavy sacrifice of infant life.

FINANCIAL Position of the Infants' Home Society, Ashfield, for the Year 1880.

		<i>Income.</i>					
		£	s.	d.	£	s.	d.
Balance General Account, 31st December, 1879	...	8	8	4			
Balance Building Account	...	349	4	6			
					357	12	10
Subscriptions (from 19th April only)	...				125	11	9
Donations, &c.	...				545	5	4
Contributed by parents...	...				290	1	6
Other sources—Laundry	...	107	16	11			
Do. Produce	...	6	14	4			
					114	11	3
Government special vote (£1,000 less 2d. stamp)	...				999	19	10
Interest of invested funds	...				100	0	0
Total Current Account	...				£2,533	2	6
Fixed Deposits, 31st December, 1879	...				2,000	0	0
Grand total	...				£4,533	2	6

		<i>Expenditure.</i>					
Maintenance from April 19th—							
Food, clothing, fuel, lighting, wages, and ordinary wear and tear	...				836	16	10
Medical Officer's salary...	...						
Drugs	...				2	7	3
Lady Superintendent's salary	...				100	0	0
Funerals...	...				47	10	0
Secretary's Department, Printing, &c.	...				30	9	3
Sundries, including Interest (£100)	...				278	6	5
Buildings and Repairs	...				273	7	0
Balance, 31st December, 1880...	...				964	5	9
Total Current Account	...				£2,533	2	6
Fixed Deposit, 31st December, 1880	...				2,000	0	0
Grand Total	...				£4,533	2	6

The present Honorary Treasurer cannot verify some of the Accounts prior to 19th April last year.

ADDENDUM.

THE SICK CHILDREN'S HOSPITAL, GLEBE.

In order to lay the objects and present condition of this Institution clearly before the Government, it appears to me desirable that I recapitulate from my Report for 1879.

Certain philanthropic persons desirous of securing for sick children the benefits of regular medical attendance and skilled nursing, and not satisfied with the provision made for children suffering from acute forms of disease at the Benevolent Asylum and Sydney Infirmary, started the project of founding in Sydney a "Sick Children's Hospital."

The co-operation of Government was obtained on the £ to £ principle, and the public having responded liberally to an appeal made to it on behalf of the undertaking, suitable premises were purchased, and on the 1st January, 1880, the Institution was opened with seven patients.

The plan of operations of the Society were declared to be:—

- " 1. Children of either sex and of any creed between the ages of eighteen months and twelve years who may be suffering from disease or accident are eligible for admission.
- " 2. No fitting case will be refused, but payments will be expected, according to a scale, whenever the parents' condition warrants the demand.
- " 3. Infectious and contagious diseases will not knowingly be admitted, but proper isolating wards are provided to meet cases which may arise within the Institution.
- " 4. It is contemplated to provide an out-door department, where children whose parents cannot obtain for them medical treatment elsewhere may take them for advice and treatment."

The Institution is governed by a Board, consisting of thirty members chosen from the subscribers and patrons; the committee being annually elected.

The accommodation consists of four wards—twenty beds being provided for male children and fourteen for female.

The average cubic air space per bed is about 700 cubic feet.

The preparatory receipts and expenditure to 31 December, 1879, are exhibited in the understated memo. of account.

SICK CHILDREN'S HOSPITAL ACCOUNT TO 31 DECEMBER, 1879.

Receipts—

To Subscriptions and donations	...	...	...	...	...	£4,429	17	10
Grant from Government in aid	...	...	...	...	...	4,250	0	0
Interest on fixed deposit	...	...	...	...	...	65	0	0
Part interest on mortgage returned	...	...	...	...	...	28	2	6
						<u>£8,773</u>	<u>0</u>	<u>4</u>

Expenditure—

By Purchase of property at sale—first instalment	...	...	...	...	...	£1,750	0	0
Furnishing and Secretary's Department	...	...	...	...	...	389	3	8
Interest on £4,500 (mortgage) nine months, at 5 per cent.	...	...	...	...	...	168	15	0
Repairs and improvements	...	...	...	...	...	885	5	0
Insurance	...	...	...	...	...	10	13	0
House expenses, including salaries and wages	...	...	...	...	...	69	15	0
Commission to Collector	...	...	...	...	...	8	2	2
Balance purchase money paid	...	...	...	...	...	4,500	0	0
Subscriptions advertised, but not received	...	...	...	...	...	12	14	9
Cash in hand	...	...	...	...	...	41	11	6
In Bank	...	...	...	...	...	937	0	3
						<u>978</u>	<u>11</u>	<u>9</u>
						<u>£8,773</u>	<u>0</u>	<u>4</u>

To present date, 31st December, 1880, the Block Account, or capital invested may be thus described:—

	£	s.	d.
To land, buildings, and part furnishing, &c., expended to 31st December, 1879	7,794	8	7
„ Expended in further furnishings, 1880	765	3	8
„ Proportion, say two-thirds, advertising, £111 Os. 4d., being £37 Os. 1d. carried to current account for 1880	74	0	3
	<u>£8,633</u>	<u>12</u>	<u>6</u>

The following table shows the work done by the Society during the year 1880, and the cost of the same:—

Cases admitted, 1880, into Hospital	...	...	...	...	...	55
„ discharged, „ cured or relieved	...	...	...	...	...	22
„ „ „ incurable	...	...	...	...	...	6
„ „ „ at parents' desire	...	...	...	...	...	4
„ died, „	...	...	...	...	...	8
Remaining in Institution, 31st December, 1880	...	...	...	...	...	15
						<u>55</u>
Average number of patients for the year	...	...	...	...	...	13
						<u>£</u>
Average cost per head	...	...	...	...	...	89 12 10

MEDICAL

MEDICAL OFFICER'S REPORT.

RETURN of the number of children under treatment; the diseases for which they were treated; and the number of deaths during the year 1880.

Disease.	Number of Patients.	Number of Deaths.
ZYMOTIC DISEASE.		
Miasmatic	1	...
CONSTITUTIONAL DISEASES.		
Diathetic	2	1
Tubercular	2	...
LOCAL DISEASES.		
Nervous system	13	1
Organs of circulation.....	1	1
Respiratory organs.....	7	3
Urinary organs	1	...
Joints and bones.....	21	2
Integumentary system	2	...
DEVELOPMENTAL DISEASE.		
Developmental diseases of children.....	2	...
VIOLENCE.		
Accident or negligence (<i>fractures, contusions, burns, &c.</i>)	3	...
Total from all causes	55	8

The subjoined Balance Sheet shows the income and expenditure of the Society during the year 1880.

<i>Income :—</i>				£	s.	d.	£	s.	d.
Balance in Bank 31st December, 1879	...	...	...	937	0	3			
Subscriptions in 1879, stated as cash in hand	...	...	...	41	11	6			
Do. 1880	...	...	...	814	15	11			
Do. from parents of patients	...	...	...	151	6	6			
							1,007	12	11
Government subsidy, 1880	...	...	...				1,000	0	0
							<u>£2,944</u>	<u>14</u>	<u>2</u>
<i>Expenditure :—</i>									
Hospital maintenance—									
Food, wear, and tear	...	...	...	283	6	0			
Milk (paid bran for cow)	...	...	...	2	18	10			
Coal and gas	...	...	...	29	14	0			
Salaries and wages—household	...	...	...	514	8	0			
							830	6	10
Part salary—Dispenser	...	...	...	22	10	0			
Drugs	...	...	...	53	8	0			
							75	18	0
Funerals	...	...	...				6	0	0
Insurance	...	...	...	11	19	6			
Rates (water, &c.)	...	...	...	37	9	4			
							49	8	10
Furnishing	...	...	...				765	3	8
Secretary's department—									
Printing	...	...	...	10	0	0			
Advertising	...	...	...	111	0	4			
Stationery, &c.	...	...	...	36	17	9			
Commission on cheques	...	...	...	0	4	4			
							158	2	5
Sundries and small repairs, &c.	...	...	...				123	18	11
Balance 31st December, 1880	...	...	...				935	15	6
							<u>£2,944</u>	<u>14</u>	<u>2</u>

It affords me much pleasure to speak in highest terms of the admirable cleanliness and order maintained throughout the Sick Children's Hospital.

Every appliance to render such an institution complete, or which can tend to relieve the tedium of sickness and confinement to the little sufferers, has been most liberally provided by the management.

Although the Society has been at considerable expense in advertising the advantages here offered, the Institution has scarcely been availed of by the public to the extent anticipated; nor has the Children's Hospital lessened the pressure as regards surgical cases within the Sydney Infirmary, although it is believed that some of the out-patients of the Infirmary have been treated in the wards of the "Children's Hospital."

Another year will allow better opportunity for forming an idea as to the necessity of this Institution, and meanwhile it should be the study of the management to reduce its expenditure *pro rata*.

INDUSTRIAL

INDUSTRIAL BLIND INSTITUTION.

In my report for the year 1879 mention was made of the origin and purpose of this Association.

A legacy of £5,000 under the will of the late Mr. J. W. Wood served to give practical effect to an idea already generally existent in the public mind—that means and opportunity should be provided to enable persons, otherwise able to work but who were blind, to find suitable employment.

Mr. Wood's legacy was saddled with two conditions—the whole amount was to be expended on the buildings, and the work was to be commenced within twelve months of the testator's death.

To secure the legacy certain gentlemen guaranteed a subscription from the public of £1,500, and made application to the Government for a site and for a grant in aid.

To both these requests Government gave favourable consideration, and in due course the building was erected at the foot of William-street.

Lack of funds prevented for a time any further steps being taken, but last year a new effort was made and the institution formally opened.

The objects of the association were thus stated :—

- 1st. To furnish to the industrious blind efficient instruction in work, convenient rooms for working in, materials for executing their work, and a place where it may be advantageously sold.
- 2nd. As circumstances permit other measures for promoting generally the welfare of the blind will be adopted, as a library for their use in relief-print collected, lectures and instruction in music will be given, and information disseminated among the public as to the condition of the blind and the best means for ameliorating their condition.
- 3rd. In addition to the ordinary day workers, who will live at their own homes, provision will be made by the Committee for a few special cases by providing for them board and accommodation within the institution on such terms as will be agreed upon.

The management of the institution is vested in twelve members. Three of these are executors of Mr. J. W. Wood's will, and have permanent seats at the Board. The others are chosen annually by the subscribers.

The scantiness of the means at their disposal, their inexperience in the conduct of so peculiar a work, and the difficulty of procuring suitable teachers, have hitherto combined in restricting operations at the institution to the first of the objects before stated, viz., affording instruction in simple handicrafts, and in the disposal of the articles made by the blind.

To present time mattress and basket making have been successfully taught to a limited number.

The Committee speak most highly of the aptitude and intelligence shown by the pupils; but as each has to receive the same rudimentary instruction from the teacher, a great deal of time is lost and the number instructed is reduced to a minimum.

Hereafter certain of the blind will themselves be able to initiate others, thus taking the drudgery of the work off the teachers, and, by enabling them to devote more attention to the advanced pupils, to raise the standard of efficiency, as well as to cheapen the cost of instruction.

A difficulty has hitherto been experienced in finding purchasers for the mattresses made at the Institution, probably from a want of knowledge on the part of the public that such things are for sale there. The demand for basket-ware, however, is encouraging, and this branch of industry will soon doubtless be largely developed. All the work done is of excellent quality, and speaks well for both teachers and learners.

Within the present year, 1881, the numbers attending the Institutions have reached seven. The ages vary from 21 to 58. All are quiet, steady, and industrious.

I have not been able to obtain from the Honorary Treasurer of the Society precise information as to the accounts within the year 1880 covered by this report, but as the Institution has been only so recently opened, this is of small consequence.

The balance sheet, of date 5th May, 1881, herewith, reaches back to the first formation of the Society :—

Receipts :—

	£	s.	d.
Legacy, J. W. Wood's estate	5,000	0	0
Donations and subscriptions	1,328	6	6
Government subsidy	1,000	0	0
Goods sold	63	15	2
	<hr/>		
	£7,392	1	8

Expenditure :—

Cost of building	6,650	5	1
Tools purchased	15	15	11
Materials ditto	117	16	0
Wages to workers... ..	103	19	7
Sundry expenditure	80	6	8
Salaries to Superintendent and Secretary	121	10	0
Interest on overdraft	119	13	0
Balance, 5 May, 1881	182	15	5
	<hr/>		
	£7,392	1	8

PART 2.

INSTITUTIONS UNDER CONTROL OF THE MINISTER
OF PUBLIC INSTRUCTION.

PROTESTANT ORPHAN SCHOOL, PARRAMATTA.

I HAVE pleasure in again calling the attention of the Government to the excellent care and kindly treatment bestowed on the children at this Institution.

In examining the records of its working, and the statistics for the year 1880, three circumstances arrest attention—

- 1st. That, notwithstanding the fact that this Orphanage receives the orphans and fatherless children of all sections of the Protestant community who come to the Government for aid, and although it stands well in the public estimation, yet the daily average number of the children during the last four years show a steady decline in place of, as might fairly have been expected, increasing with the growth of our population.*
- 2nd. That several children were withdrawn from the Institution on its being known that a firmer insistance would be made for a fulfilment of the promise (willingly enough given by friends of children when seeking for admission orders), to aid Government by contributing towards the maintenance cost.
- 3rd. That, notwithstanding the reduced number of the children, and consequent increase *pro rata* of the cost of supervision, the yearly average rate per head for maintenance has not been sensibly increased.

The progress made in school is shown as in subjoined table—

Boys' department	...	...	...	...	...	Tolerable to fair.
Girls' department	...	...	...	...	...	Fair.
Infants' department	...	...	...	...	...	Tolerable to fair.

						<i>Statistics.</i>		Boys.	Girls.
Remaining in Institution, 31st December, 1879	157	77
Admitted during 1880	28	21
								185	98
Discharged, 1880—								Boys.	Girls.
Apprenticed	15	10
Returned to relatives	17	8
								32	18
Died	1	Nil
Remaining in Institution, 31st December, 1880—232								...	...
Average number throughout the year—233.								...	...

Analysis of Expenditure.

PROTESTANT Orphan School—Average cost in detail for the year 1880.

Year.	Average No. of Children.	Salaries.		Maintenance (provisions).		Clothing.		Furniture.		Crockery, Hardware, &c.		Fuel.	
		Total cost.	Rate per head.	Total cost.	Rate per head.	Total cost.	Rate per head.	Total cost.	Rate per head.	Total cost.	Rate per head.	Total cost.	Rate per head.
1880	233	£ 1,194 5 9	£ 5 2 6½	£ 1,117 14 7	£ 4 15 11½	£ 580 14 4	£ 2 8 1½	Nil.	Nil.	£ 73 3 10	£ 0 6 3½	£ 125 11 2	£ 0 10 9½

Year.	Light.		Forage.		Incidental Expenses.		Allowance to Officers in lieu of Quarters, Rations, &c.†		School Books.		Medicines.		Total average cost per head, exclusive of repairs to buildings, &c.
	Total cost.	Rate per head.	Total cost.	Rate per head.	Total cost.	Rate per head.	Total cost.	Rate per head.	Total cost.	Rate per head.	Total cost.	Rate per head.	
1880	£ 104 1 2	£ 0 3 11½	£ 43 5 4	£ 0 3 8½	£ 251 10 4	£ 1 1 7	£ 123 14 0	£ 0 10 7½	£ 38 14 7	£ 0 3 4	£ 17 4 4	£ 0 1 6½	£ 15 13 3½

Showing average maintenance cost per head	...	...	...	...	...	£15 13 4
Add amount from Medical Vote, £50—						
For medical attendance per head	...	...	...	...	...	0 4 4
Add amount from Colonial Architect's Department—						
Painting	...	...	...	...	...	£208 4 0
Repairs	...	...	...	...	...	93 4 2
Furniture	...	...	...	...	...	109 17 0
						£411 5 2—rate per head
						1 15 1
Deduct received from relatives towards maintenance	...	...	...	...	£14 5 0½	£17 12 9
Sales of stores, &c.	...	...	...	...	10 9 0	
						£24 14 0—or per head
						0 2 2

Gross cost per head at average 233 children throughout the year ... £17 10 7
 Clothing Returns, showing work done—617 articles made; 10,931 repaired.

The

* Average daily number for the year 1876, 255 children; 1877, 252; 1878, 250; 1879, 241; 1880, 233.
 † Schoolmaster allowed £35 per annum in lieu of quarters, and £45 per annum in lieu of rations. First teacher allowed £35 per annum in lieu of rations and quarters. Baker allowed £10 per annum in lieu of quarters.
 ‡ A considerable falling off here consequent on withdrawal of children whose relatives were called upon to contribute towards support.

THE ROMAN CATHOLIC ORPHAN SCHOOL, PARRAMATTA.

NOTWITHSTANDING its very overcrowded condition, a remarkable success has attended the efforts of the management of this Institution during the past year.

The general health of the children has been excellent; there were no outbreaks of epidemic diseases or ophthalmia, and the three deaths reported were all cases of children who were ailing at time of admission.

I have always been favourably impressed by the cheerful faces of the children, and the sympathy which seems to connect them with their guardians when visiting this Orphanage.

Statistics.

	Boys.	Girls.	Total.	
Remaining in Institution, 31st December, 1879—	190	150 ...	...	340
Admitted, 1880—	39	34 ...	...	73
	<u>229</u>	<u>184 ...</u>	...	<u>413</u>
Discharged, 1880—				
		Girls.	Boys.	
Apprenticed ...	...	14	11	
Returned to Friends ...	...	37	28	
Died ...	...	1	2	
		<u>52</u>	<u>41 ...</u>	93
Remaining in Institution, 31st December, 1880	177	143 ...	...	320

AVERAGE Cost in detail for the year 1880 :—

Year.	Average Number of Children.	Salaries.		Maintenance.		Clothing.		Crockery and Hardware.		Furniture.		Fuel.		
		Total Cost.	Rate per Head.	Total Cost.	Rate per Head.	Total Cost.	Rate per Head.	Total Cost.	Rate per Head.	Total Cost.	Rate per Head.	Total Cost.	Rate per Head.	
1880 ...	324	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
		1,240 0 0	3 16 6½	1,490 0 4	4 12 4	645 9 10½	1 19 10	105 9 8	0 6 6	11 17 0	0 0 8½	119 13 0	0 7 4½	
Year.	Light.		Forage.		Incidental Expenses.		Allowances to Officers in lieu of Quarters and Rations.*		School Books.		Medicines.		Total average cost per head, exclusive of repairs to buildings, &c.	
	Total Cost.	Rate per Head.	Total Cost.	Rate per Head.	Total Cost.	Rate per Head.	Total Cost.	Rate per Head.	Total Cost.	Rate per Head.	Total Cost.	Rate per Head.	Total Cost.	Rate per Head.
1880 ...	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
	62 2 6	0 3 10	26 7 2½	0 1 8½	88 16 4	0 5 4½	80 0 0	0 4 11½	80 0 0	0 4 11½	14 8 0	0 0 10½	3,969 3 11	12 5 0

Showing average maintenance cost per head	...	...	...	...	...	£ s. d.
Add from Medical Vote for attendance—						12 5 0
Medical Officer	...	...	...	50 0 0	rate per head	0 3 1
Add from Colonial Architect's Department—						
For painting	...	...	...	203 1 8		
Lightning Conductor	...	...	...	14 3 4		
Erecting wall	...	...	...	39 10 0		
Galvanized iron fencing	...	...	...	96 15 8		
Ordinary repairs	...	...	...	30 4 6		
Furniture	...	...	...	22 15 0		
				<u>£406 10 2</u>	rate per head	1 5 1
						13 13 2
Deduct received from relatives of children						
towards maintenance	...	...	...	56 13 6		
Sale of pigs	...	...	...	3 0 0		
				<u>59 13 6</u>	rate per head	0 3 8
Gross cost per head at average of 324 children throughout year						<u>13 9 6</u>

Some much-needed additions are now in course of construction at this Institution. They comprise—

A new wing to the main building for increased accommodation in the girls' department; a laundry; boys' lavatory; servants' dining-room; girls' play-shed; stable and coach-house.

Towards which a sum of £1,000 stands against the Institution in current account in the Colonial Architect's Vote for last year.

The

* Boys' teacher allowed £54 per annum in lieu of quarters and rations. Baker allowed £26 per annum in lieu of rations.

The economy with which this Orphanage is carried on, and the excellent results attained, I think entitle it to the approval of the Government.

The progress made in the school is shown in the subjoined table—

Boys' department	...	...	...	...	...	Fair +
Girls' department	...	...	...	...	...	Tolerable to fair
Infants' department	...	...	...	...	...	Fair +

I would again point to the large proportion of discharges to friends (65), as compared with the number of children apprenticed (25 only), during the year.

I have no means of determining the respective ages of the former, but of those who had approached the apprenticing age, and had been any considerable period at Government charges, I am inclined to think the greater number should have been apprenticed in usual manner. A strict adherence to such a rule is, in fact, the only protection the Government possesses against frequent imposition.

In the Protestant Orphanage it is seen that a mere insistence for payment of a small sum towards maintenance cost (even when such payment has been agreed to at time of application for admission of a child) is often deemed a sufficient reason for its subsequent withdrawal; so, as regards this Orphanage, were a firmer test exacted, the probabilities are the numbers of the children might be reduced without inflicting any real hardship on those having legitimate claims on the Government for aid.

THE NAUTICAL SCHOOL-SHIP "VERNON."

A CULPABLE neglect in the discharge of parental duties on the one hand, and, on the other, an evidently growing disinclination among our youth to submit themselves to discipline or self-restraint, manifest very painfully the necessity of such institutions as the School Training-ship "Vernon."

The advantages she offers, though perhaps beginning to be better understood, are, I venture to think, scarcely yet sufficiently appreciated by magisterial benches.

It is true more committals to the "Vernon" are now made than was formerly the case, still a mistaken and misapplied leniency often again sets adrift many a youthful offender, against whom, in his own interest, it would have been well had the provisions of the Industrial Schools Act been enforced.

Within the last few months more than one such instance has been brought under my notice. The first, a lad of 14 years, now on board the "Vernon," had been previously five times charged with theft. Against a second boy of similar age three charges are recorded. While a third, a boy of 11 years, had earned the evil reputation of a confirmed thief before he was committed.

The subjoined tables show the working of the Institution during the year.

Notwithstanding that two epidemics obtained entrance on board through visitors, the general health of the boys remained excellent.

With much satisfaction I beg to draw attention to the reduced rate of expenditure—less than two-thirds of what it used to be. This, too, has been effected while the efficiency of the Institution has been increased.

I regret the number of boys discharged on embracing a sea life (10) does not equal the number in 1879 (14); and I would respectfully suggest that greater responsibility be cast on the Superintendent, Captain Nietenstein, in making arrangements and transferring the boys when suitable vessels are found.

The machinery of a "Department" is too slow to meet the requirements of such cases. Captains and ships will not wait for Ministerial sanction when they engage apprentices; but were the names of boys who desired to become sailors submitted to the Minister on their attaining a certain age, a general sanction might lie in the Superintendent's hands.

Forty-three boys were discharged to general service—far too large a number as compared with the 10 sent to sea, and a very inadequate return for the expensive education and skilled training given on board.

In the case of big boys sent to the "Vernon" for one year only, I would suggest that, should their conduct on board cause the Superintendent to suspect that it would be beneficial to them to remain a second year before either discharge or apprenticeship, he might be empowered to represent the case to the Minister, and make application, on approval being given, to have the original term of detention extended.

Statistics.

Admissions.				Discharges.			
By committals	...	...	84	Apprenticed	...	...	61
Returned—indentures cancelled	...	...	9*	To Biloela	...	...	3
Received from Biloela	...	...	6	Asylum for Imbeciles	...	...	1
				Relatives	...	...	10
Total admissions, 1880				Total discharged, 1880			
Do.	1879	...	99	Do.	1879	...	75
Do. 1879				Do. 1879			
Do. 1879				Do. 1879			
Numbers on board, 31st December, 1879	...	...	124				
Admitted	...	...	99				
			—				223
Discharged	...	...	1880				75
Remaining on board 31st December 1880				148			
Daily average number throughout year, 140.							

Ages of committals, 1880—2 to 7 years, 4; 7 to 10 years, 10; 10 to 13 years, 39; 13 to 16 years, 31; total, 84.

The numbers apprenticed, 1880, and to what calling—farmers, 7; general service, 43; station, 1; sailors, 10; total, 61.

Returns showing the religion of parents of boys—Protestants, 90; Roman Catholics, 58; total, 148.

Number

* 2 from illness; 2, bad treatment of employer.

Number of visits to the School-ship made by clergymen and religious instructors—Church of England, 96; Roman Catholic, 45; Presbyterian, 0; total, 141.

Amount received from parents towards cost of maintenance, 1880—£146 17s.

Sixty-three cases were reported in Hospital during 1880. The great majority were light cases of measles and scarlet fever.

Expenditure.

Daily average numbers, 140.	Amount expended from vote.			Rate per head.		
	£	s.	d.	£	s.	d.
Salaries	1,662	1	9	=	11	14 1
Provisions	1,076	14	11	=	7	11 8
Clothing and bedding	330	2	6	=	2	6 6
Stores, books, and stationery	323	1	4	=	2	5 6
Fuel and lights	62	19	1	=	0	8 10
Sundries (including drugs £15 13s.)	101	13	8	=	0	14 4
From miscellaneous vote—						
Attendance Medical Officer	50	0	0	=	0	7 2
	<hr/>					
	£3,603	13	3	=	£25	8 1
Deduct amounts received from parents	146	17	0	=	1	0 11
	<hr/>					
Leaves gross actual cost per head, 1880					£24	7 2
A very satisfactory contrast with what used to be— <i>Vide table.</i>	£	s.	d.			
Rate per head, 1875	41	0	0			
" 1876	35	0	0			
" 1877	36	15	0			
" 1878	29	8	11			
" 1879	27	2	2			
" 1880	24	7	2			

THE FEMALE INDUSTRIAL SCHOOL, BILOELA.

THE general conduct and behaviour of the inmates, especially of the senior girls, throughout last year was quiet and exemplary, and is spoken of approvingly by the matron in charge.

By reference to the tables it will be seen that 14 of the apprentices were returned to the Institution for various reasons. On the other hand Mrs. Walker has received many letters from employers speaking very favourably of their apprentices.

Some of the latter continue to correspond in affectionate terms with their former officers.

The numbers in the school at beginning and end of 1880 show little variation, yet the daily average throughout the year is higher than during any previous similar period.

The health of the inmates has been all that could be hoped for.

Owing to the timely prohibition of visiting by mandate of the Minister the children escaped the prevalent epidemics of measles and scarlet fever. Only one death was reported—the result of peculiar constitutional causes.

The daily average numbers throughout the year	116
In the Institution, 31st December, 1879	115
Admissions, 1880—	
42 girls 4 boys	46
Discharges, 1880—	
38 girls 5 boys	43
Deaths	1
	<hr/>
	44
	<hr/>
Making the number of inmates, 31st December, 1880	117

Classified as under—	Girls.	Boys.	Total.
Below the age of 7 years	19	16	
7 to 12 years	43		
12 to 15 "	12		
15 to 18 "	27		
	<hr/>	<hr/>	<hr/>
	101	16	117

Of the admissions—

14 were re-admissions of girls over the age of 15 years, apprenticed but returned for various reasons.

Of the discharges—

5 were boys, sent on board the "Vernon," on having obtained the age of 7 years.

1 girl was sent to Hospital for imbeciles.

1 girl discharged by order of her father.

2 girls discharged on reaching 18 years.

34 girls apprenticed to service.

Total ... 43

It is extremely satisfactory to notice the diminished cost per head at which the Institution is now carried on. This may be accounted for in part by the low rates at which the contracts have been worked, in part by the increased numbers in the school lessening the rate per head for supervision, and in part by a stricter economy in the administration.

Financial

<i>Financial Statement.</i>							£	s	d.	£	s	d.	
Salaries	...	...	...	...	...	640	0	0				
Rations	...	...	...	...	...	688	7	0				
Clothing, bedding, &c.	...	...	...	...	...	397	13	0				
Boots	...	...	...	...	...	117	13	6				
Bedsteads, ironmongery, crockery	...	...	...	...	...	41	13	10				
Tinware, brooms, &c.	...	...	...	...	...	17	13	0				
School books and stationery	...	...	...	...	...	5	13	10				
Coal	...	...	...	...	...	43	4	0				
Drugs	...	...	...	...	...	9	17	1				
Incidentals, including purchase of horse and cart	...	...	...	...	...	76	3	4				
										2,037	18	7	
Medical Officer's salary	...	...	...	...	...					50	0	0
										<u>£2,087</u>	<u>18</u>	<u>7</u>	
Average cost per head exclusive of Colonial Architect's Department charges against Institution, £17 19s. 11d.													
Colonial Architect's Department—													
To ordinary repairs...	...	...	...	...	...	61	11	5				
Furniture	...	...	...	...	...	19	2	3				
											80	13	8
										<u>£2,168</u>	<u>12</u>	<u>3</u>	
Gross average cost per head						£18	13	10

THE SYDNEY MECHANICS' INSTITUTE AND TECHNICAL COLLEGE.

THE operations of this Society were especially interesting last year from the great development of the educational features of the Institution, also on account of the Conference held in the College Hall of Delegates from the Country and Suburban Schools of Arts to discuss the best means of deciding on common action with a view of improving the status of their Societies, and to take such steps as would give to those Institutions more thoroughly the character of Public Instructors.

Nothing very definite resulted from the meeting excepting a confession that a remodelling to some extent of these Institutions was advisable, and the general intimation of a wish that Government would include them in its educational system.

MEMBERSHIP.

The number of members increased during 1880 from 1,648 to 2,029. This sudden expansion was in part occasioned by the interest taken in the Sunday opening question, which was about to be submitted to vote.

LIBRARY.

The number of volumes in December, 1880, was 19,409, as against 19,125 in 1879. The issues of a miscellaneous character, but chiefly of works of fiction, amounted to 90,678 volumes to 2,729 subscribers.

Subjoined to this report is a memorandum of the financial position of the Society.

TECHNICAL COLLEGE.

In the Science and School Department the programme published for the year's course was adhered to as closely as possible, and certain additional subjects were brought forward as occasions offered and teachers and lecturers could be obtained. Among these was a course of lessons in practical cookery, which excited attention, and were largely attended. Classes for females in domestic economy, hygeian, and cutting out and fitting clothing, were attempted, but did not meet the attention they deserved.

A series of lectures by Mr. E. P. Field in physiology, admirably illustrated by models, the property of the College, gained great attention.

In the present year (1881) the same system is to be carried out to still greater extent, and there is evidence that other societies—as the Horticultural Society, &c.—will respond to the invitation given them to hold exhibitions and read papers in the Hall of the Society, also that lectures will be delivered by the College lecturers in the rooms of other Institutions.

CLASSES.

CLASSES.

The following list describes the classes held, and the number of students enrolled for each. Altogether their names amounted to 771, a number much greater than for the year 1879 :—

Chemistry	58
Architectural Drawing	78
Freehand Drawing	149
Telegraphy	19
Elocution	49
English Grammar	54
Latin	55
Writing and Arithmetic	264
French	99
Mechanical Drawing	46
Ladies' Drawing	36
German	19
Geodesy	21
Applied Mechanics	6
Physiology	35
Domestic Economy	3
Mathematics... ..	19
Natural Philosophy... ..	2
Design	5
Italian	6
Shorthand	44
Cookery	151
<hr/>	
Total number of entries in 1880... ..	1,198
Total number of entries in 1879	478
<hr/>	
Increase	720

So liberal have been the offers of the Board, and so great an interest has been awakened in the general public on the question of practical education, that the accommodation of the College was found insufficient, and it became necessary to hire the old public school in Pitt-street in which to hold certain of the larger classes.

The fees for apprentices and youths have lately been reduced. The total amount paid by students in 1881 amounted to £521, and the allowance to teachers for poor students to £92 9s. 4d.

SYDNEY MECHANICS' INSTITUTE, in Account with Technical College, 1880.

Income—	£	s.	d.	£	s.	d.
Balance 31st December, 1879				513	3	0
Government aid subsidy	1,000	0	0			
Special for apparatus	500	0	0			
				<hr/>		
Class fees				1,500	0	0
Receipt from lectures				521	0	1
Sundries				10	10	6
Sundry creditors, 31st December, 1879				7	10	0
				241	8	3
				<hr/>		
				£2,793	11	10
<hr/>						
Expenditure—						
Sundry creditors, 31st December, 1879				369	7	8
Apparatus purchase account	401	5	1			
Fittings and furniture	133	15	4			
Advertising and printing	328	4	0			
Lecture expenses, lighting, &c.	99	11	6			
Library	58	3	0			
Allowance to teachers	92	9	4			
Prizes	11	0	6			
Sundries	63	15	3			
				<hr/>		
Salaries				1,188	4	0
Fees paid to teachers				91	5	0
Balance in bank, £622 5s. 1d. ; cash, £1 10s.				521	0	1
				623	15	1
				<hr/>		
				£2,793	11	10
<hr/>						
Balance in bank, 31st December, 1880	£622	5	1			
Liabilities account, 1880, as per contra	241	8	3			
				<hr/>		
Cash... ..				380	16	10
				1	10	0
				<hr/>		
Available balance				382	6	10

SYDNEY

SYDNEY MECHANICS' INSTITUTE.

Financial Statement, 1880.

Income—	£	s.	d.	£	s.	d.
Balance, 31st December, 1879				646	11	0
Subscriptions				1,746	1	6
Rent for hall				961	5	1
Class fees				19	19	0
Sundries				20	5	10
Government aid—annual subsidy				200	0	0
Special votes and £500 for apparatus				1,500	0	0
Liabilities—						
Savings Bank mortgage				4,500	0	0
Sundry creditors				689	10	8
				<u>£10,283 13 11</u>		
Expenditure—						
Sundry creditors, 31st December, 1879				5,411	7	8
Salaries				1,052	12	0
Library account	693	3	1			
Reading-room	373	19	3			
Repairs	118	3	3			
Lighting	258	14	0			
Printing and advertising	91	16	9			
Interest	249	14	0			
Rent	85	0	0			
Rates and taxes	108	9	7			
Insurance and sundries	67	8	7			
				<u>2,046 8 6</u>		
New catalogues account				133	13	9
Building account, fittings and furniture				59	1	7
Technical College account (transfer)				1,500	0	0
Balances, 31st December, 1880				80	10	5
				<u>£10,283 13 11</u>		

SCHOOLS OF ARTS AND MECHANICS' AND LITERARY INSTITUTES, &c., 1880—HEADS OF INQUIRY RESPECTING.

Name.	Management.										Results.										Miscellaneous.								
	Administration.			Sources of Income.			Abstract Balance Sheet—1880.		Financial Position—1880.		Days and Hours			Membership.			Library.			Classes held during 1880.			Lectures delivered during 1880.			The Hall—how used.	Hire of Hall and Rentals.		
	Trustees.	Officers (including President, Vice-President, Treasurer, Secretary).	Appointment.	Rules Furnished.	Balance, 31 December, 1879.	From Government.	Public Subscriptions.	Total Income.	Expenditure.	Balance, 31 December, 1880.	Overdraft, 31 December, 1880.	Institution is open to the Public (Sundays and Public Holidays excepted).	No. of Subscribers.	Annual Subscription.	Charge for Attendance at Classes.	No. of Vols.	Character.	How availed of: Books chiefly read.	Number.	Subjects.	Attendance.	Number.	Subjects.	Audiences.	Number.			Subjects.	Audiences.
Adelung Literary Institute	Jas. Day, M.L.A., and Geo. Adams, Esqs.	15	4	Annual ballot	Work well	£ 29 18 0	£ 13 15 0	£ 49 12 3	£ 32 5 3	£ 79 7 11	£ 13 17 4	Daily, 9 a.m. to 10 p.m.	44	1 0 0	622	Miscellaneous	History & Fiction	None	None	None	None	None	None	Concerts, Soirees, Public Meetings	None				
Albury School of Arts	Wm. Farthing, J.P., Thos. Tunks, Esqs.	9	4	"	"	15 15 0		55 8 6	40 0 0			Daily, 9 a.m. to 10 p.m.	27	0 10 0	200	General	General subjects	"	"	"	"	"	"	"	"	Public Meetings	None.		
Anvil Creek School of Arts	Mayor and Aldermen	9	4	"	"							Daily, 8 a.m. to 9.30 p.m.	100	0 16 0		Miscellaneous	Well, general subjects	"	"	"	"	"	"	"	"	Balls and Dramatic Entertainments	Amount not stated.		
Armidale Literary Institute	J. Booth, J.P., H. Perdriau, and N. Selie, Esqs.	6	4	Annual ballot	Work pretty well.	33 3 10	37 1 3	70 5 1	67 1 6	3 3 7		Nightly, 7 to 10 p.m.; Saturdays, 3 to 11 p.m.	70	0 10 0	550	Miscellaneous										No Hall			
Balmain Working Men's Institute	Jas. Rutherford, E. Webb, M.L.A., W. H. Sattor, M.L.C., J. Busby, and G. A. May, Esqs.	12	5	"	Are being revised.	117 2 4	120 12 11	227 15 6	978 13 9	867 8 5	111 5 4			377	0 15 0	6,323	Works of Reference, History, Science, Miscellaneous.	Much used; general selection of books taken.	None	None	7	Astronomy and Biography.					Public Entertainments or Lectures	£513 3 0	
Bega School of Arts																													
Boat Harbour School of Arts																													
Braidwood Literary Institute	Maddrell, Barn, Leeke, Larmer, Esqs.	7	4	Annual ballot		Overdraft, 187 6 11	61 2 6	369 11 2	182 4 3		137 3 8			59	1 0 0	2,370	Chiefly Fiction.		None	None	None	None	None	None	None	Drama and Concerts	£96 5 0		
Branxton Mechanics' Institute																													
Brewarrina School of Arts																													
Bombala School of Arts and Mechanics' Institute	Wm. Rutherford, W. Coulter, Esqs.	9	6	Annual ballot	Work well	28 2 0	102 4 4	140 6 4	133 12 2	Not stated.	60 0 0	Daily, 10 a.m. to 10 p.m.	46	0 5 0	1,000	Books taken to printing office for safe custody. Travels, Poetry, Fiction.		None	None	None	None	None	None	None	Drama, Concerts, Lectures, Balls.	£10 0 0			
Botany School of Arts	Jno. Geddes and Wm. Stephen, Esqs.	9	4	"				Not stated.	359 12 0	317 8 11	42 3 1	Four evenings in week, 7 to 10 p.m.	80	0 10 0	516	Miscellaneous		"	"	"	"	"	"	"	"	Concerts, Tea Meetings	£16 12 0		
Bourke Mechanics' Institute	J. Becker (deceased), G. C. Tompson, M. Good, Esqs.	5	4	"				Not stated.	126 10 0	228 17 0	292 12 6																		
Barwood School of Arts	Jas. Waddington and Jas. Frazer, Esqs.	9	4	Annual ballot	Work well	16 13 3	33 6 6	49 19 9	Not stated.			Daily, 7 to 10 p.m.	18	0 10 0															
Cambewarra School of Arts	M. Grath, T. Shepherd, and S. Mathew, Esqs.	9	4	"																									
Camden School of Arts	E. Simpson, J.P., B. Martin, C.P.S., T. Burritt, Esqs.	6	4	Annual ballot		29 0 7	16 5 6	26 3 5	98 19 6	60 2 6	38 17 0	Daily, 10 a.m. to 10 p.m.	36	0 10 0	856	General character													
Carcoar School of Arts																													
Casino School of Arts	W. Bundock, J. Barling, Esqs.	12	5	Annual ballot	Work fairly	56 9 0	63 18 9	155 6 3	151 1 2	4 5 1		Daily, 9 a.m. to 9 p.m.	55	1 0 0	600	Chiefly light reading		None	None	None	None	None	None	None	None	Vocal, Instrumental, and Dramatic Entertainments.	£34 18 6		
Charleston Literary Institute	Messrs. B. Eagleton, S. Roberts, F. Lowe, A. M'Donald, Esqs.	8	4	Annual ballot	Not forwarded	38 7 9	72 5 9	110 13 6	110 13 6			Tuesday, Thursday, Saturday, 7 to 10 p.m.	33	0 12 0	364	General													
Clifton School of Arts	R. Dawson, P.M., W. Jardine, J. Litchfield, J.P., Esqs.											Daily, 7.30 to 9.30 p.m.	34	0 10 0	528	Miscellaneous	Historical works chiefly read.												
Cooma School of Arts	J. M. Allison, J. L. Brown, J. Hall, J. Knight, H. H. Kelly, Esqs.	5	4		Work well	39 5 6	104 13 2	143 18 8	Not stated.			At all reasonable hours	44	1 0 0	518	Miscellaneous		3 months held.	Mutual improvement class.	Not stated.	3	Astronomy, Light.	Large	Lectures, Drama, Concerts, Public Meetings.	Amount not stated.				
Coonabarabran School of Arts	L. Levin, M.L.A., M. F. Martin, J. Hudson, Esqs.	5	4		Not forwarded	3 11 10	32 4 9	634 4 1	670 6 9	691 6 9	17 14 3	Daily, 10 a.m. to 10 p.m.	53	1 0 0	208	Chiefly Fiction.													
Corowa School of Arts	G. Campbell, J. Donnelly, Esqs.	5	5		Well	34 19 8	17 5 0	32 4 8	32 12 0	19 12 8		Daily, 4 to 10 p.m.	20	1 0 0	564	General													
Cowra School of Arts	T. Brown, H. W. Hunter, A. Rosenfeldt, Esqs.	Not stated	4		Under revision	47 19 3	259 6 6	307 5 9	Not stated.			Daily, 7 to 10 p.m.	69	1 0 0	564	Miscellaneous, but chiefly light literature	Light literature												
Deniliquin School of Arts	W. Bright, E. White, W. Munro, Esqs.	5	5		Not forwarded	49 10 11	36 9 3	86 0 2	48 12 10	37 7 4		Saturdays, 7 to 10 p.m.; also daily issues from library.	60	0 10 0	1,400	Miscellaneous	Well-availed of.		None	None	None	None	None	None	None	Education and African Explorers.	100 to 120.		
Denham School of Arts																													
Deubbo Mechanics' Institute	Rev. J. J. Nash, H. Gordon, P.M., R. M'Cormack, Esqs.	7	5		Not forwarded	5 2 0	18 8 4	31 5 2	74 10 0	52 11 8	21 18 4	Daily, 8 a.m. to 9.30 p.m.	55	0 10 0	500	Larger portion consists of Fiction	History, Travels, Fiction.												
Dungog School of Arts	Alex. Dodds, F. Nainby, Esqs.	9	4		"	146 9 6	41 16 0	63 14 7	283 4 1	176 15 8	106 8 5	Daily, 8 a.m. to 10 p.m.			2,200	Chiefly Fiction													
East Maitland Mechanics' Institute	R. Jones, M. Soolar, Jno. Lee, and J. J. Riley, Esqs.	12	4		Work admirably.	20 15 8	113 13 3	484 13 1	619 2 0	695 4 6	76 2 6	Daily, 9 a.m. to 1 p.m., 4 to 6 p.m., and 7 to 10 p.m.	285	0 12 0	4,121	Miscellaneous													
East Maitland School of Arts												Daily, 10 a.m. to 9 p.m.	21	0 12 0	321	"													
Fredrickton School of Arts	J. Wilson, F. W. Chapman, J. Lancaster, Esqs.	5	4		Not forwarded			27 16 2	27 16 2	11 10 1	16 6 1	Daily, 10 a.m. to 9 p.m.																	
Forbes School of Arts																													
Gladstone School of Arts	J. C. Gannon, S. Emanuel, W. Riley, W. Davies, P.M., Esqs.	12	4		Work well	75 0 0	250 0 0	571 2 10	453 16 11			Daily, 9 a.m. to 10 p.m.	250	1 0 0	4,000	General literature	Well												
Gosford Literary Institute																													
Goulburn School of Arts	A. Laidner, T. Bawden, T. Fisher, J.P., Esqs.	12	6			28 17 3	39 5 11	99 5 0	265 5 2	214 18 3	50 6 11	Daily, 9 a.m. to 10 p.m.	104	1 0 0	3,010	General literature	Great demand for books.	2	Singing and Mutual improvement classes	Not stated.	6	Subjects not stated	Very fair	Concerts, Balls, Theatrical Entertainments.	Supposed to be £246 2s. 10d. £97 17 0				
Grafton School of Arts																													
Grenfell School of Arts																													
Greta School of Arts																													
Gulgong School of Arts	None	8	Not stated.		Written only; no copy furnished.	11 5 7	11 3 9	15 1 8	37 11 0	29 16 0	7 15 0	Wednesdays, 7 to 9 p.m.; Saturdays, 3 to 4 and 7 to 9 p.m.	27	1 0 0	640	Chiefly Fiction.	Not much, except light literature.		None	None	None	None	None	None	None	Is in the Court House, pro tem.	None.		
Gunlagga Literary Institute												Daily, 10 a.m. to 8 p.m.																	
Guntawang School of Arts	G. Rouse, R. Rouse, R. Rouse, T. A. Brown, P.M., Esqs.	9	4		Work well	1 2 2	10 0 0	11 2 2	11 2 2	11 2 2		Daily, 10 a.m. to 8 p.m.																	
Hay Athenaeum	D. Murray, A. Wilde, G. M'Kean, Esqs.	12	4		Work well	17 5 10	18 7 9	18 3 9	56 17 4	53 7 3	3 10 1	Daily, 10 a.m. to 9 p.m.	26	0 13 0	662	Miscellaneous	Novels chiefly taken out.		None	None	None	None	None	None	None	Concerts	£3, Hall.		
Hamilton School of Arts																													
Hill End School of Arts	W. Christian, R. Stubbs, J. M. Smith, Esqs.	8	2		Not printed	15 16 0	78 13 4	94 9 4	65 8 11			Daily, 9 a.m. to 10 p.m.	20	0 12 0	400	Miscellaneous	Fairly												
Hinton School of Arts																													
Lambton Mechanics' and Miners' Institute	R. Morehead, W. Shannon, R. Canns, Esqs., Messrs. W. Richardson, J. Elliot.	8	6			27 10 0	164 15 2	192 5 2	181 3 11	11 1 3		Daily, 10 a.m. to 10 p.m.	120	0 12 0	1,775	"	50 vols. average weekly issue.		None	None	None	None	None	None	None	None	Not let	Amount included in subscriptions. None.	
Largs School of Arts																													
Lismore School of Arts	J. B. Mongton, J. Cooper, J. White, Esqs.	5	5		Want revising	7 16 5	35 11 10	24 9 0	99 7 3	68 3 11	31 3 4	Sundays, 9 a.m. to 2 p.m.; daily, 9 a.m. to 7 p.m.; 3 nights, 7 to 10 p.m.	39	0 16 0	388	Miscellaneous	Fiction chiefly read.		None	None	None	None	None	None	None	"Pioneers"	Good	Musical and Literary Meetings	£31 10 0
Merrivale School of Arts	Thos. Warden, J. Miller, Esqs.	6	5			15 6 3	7 16 3	42 19 11	112 14 11	96 14 3	16 0 8	2 days, 9 a.m. to 2 p.m.; 3 days, 7.30 to 10 p.m.; 1 day, 2 to 3 p.m.	61	0 10 0	574		A little Poetry read; Fiction chiefly asked for	1	Science	12 to 14	4					Principally for Concerts	£46 12 6		
Milton School of Arts																													
Murrumbidgee Mechanics' Institute and School of Arts	G. Brodie, C.P.S. and J.P., Rev. J. Nash, A. Loder, J.P., Esqs.; all absentees from district.	9	4		Not furnished	22 14 11	24 1 9	25 10 6	175 12 6	149 7 2	26 5 4	Daily, 7.30 to 10 p.m.; Saturday, also 9 to 6 p.m.	93	0 12 0	549	Males, 128; Females, 88.	In demand, but chiefly Fiction read.		None	None	None	None	None	None	None	Electricity and Wit & Humour	£103 5 4		
Musclebrook School of Arts	J. Hannell, deceased; C. Bolton, T. Ash, C. Ranchard, T. Greenway, Esqs																												

1881.

NEW SOUTH WALES.

INSPECTOR GENERAL OF THE INSANE.

(REPORT FOR 1880.)

Presented to Parliament, pursuant to Act 42 Vic., No. 7, sec. 73.

The Inspector General of the Insane to The Colonial Secretary.

Sir, Lunacy Department, Inspector General's Office, Gladesville, 30 March, 1881.

In accordance with the provisions of the 73rd section of the Lunacy Act of 1878, I do myself the honor to submit for your information a report on the state and condition of the Hospitals and other Institutions in this Department for the year ending December 31st, 1880, with an appendix containing separate reports and statistical returns by the Medical Superintendents of the Hospitals at Gladesville, Parramatta, and Callan Park.

I have, &c.,
F. NORTON MANNING.

On 31st December, 1879, the number of insane persons under official cognizance was 2,011, and of these 1,878 were on the registers of the Hospitals for the Insane, and 133 were in the Licensed House for the Insane at Cook's River.

On the 31st December, 1880, the number on the registers of the Hospitals was 1,964, and the number at Cook's River, 135; making a total of 2,099 registered patients, and an increase during the year of 88.

The following return shows the number and distribution of the patients:—

	Male.	Female.	Total.
In the Hospital for the Insane, Gladesville	335	369	704
Do. Parramatta (Free)	553	205	758
Do. do. (Convict)	18	4	22
Do. do. (Criminal)	53	6	59
Do. Callan Park	129	.....	129
Do. Newcastle	124	104	228
In the Temporary Hospital for the Insane, Cooma	64	.....	64
In the Licensed House for the Insane, Cook's River	6	129	135
Total	1,282	817	2,099

Three female patients were absent on trial from Gladesville, and three from Parramatta, under the provisions of section 82 of the Lunacy Act, at the close of the year, but were still on the registers of the Hospitals.

The increase of 88 patients was thus distributed:—27 at Gladesville, 11 at Parramatta, 22 at Callan Park, 19 at Newcastle, 7 at Cooma, and 2 at Cook's River.

The following return shows the increase in the number of registered patients during the decennial period ending December 31st, 1880:—

Year.	Male.	Female.	Total.	Year.	Male.	Female.	Total.
1871	68	30	98	1876	32	11	43
1872	15	38	53	1877	74	15	89
1873	48	38	86	1878	28	59	87
1874	37	25	62	1879	59	36	95
1875	66	43	109	1880	44	44	88
Total					471	339	810

or an average of 81 per annum.

The increase in number during the last year has therefore been only slightly above the average for the last 10 years.

The estimated population of the Colony on December 31st, 1880, was 770,524; and the number of insane persons, 2,099. The proportion of insane persons to population was, therefore, one in 367—a trifle less than at the close of the preceding year, and exactly the same as at the close of the year 1872. The proportion to population in England at the close of the year 1879 was one in 357.

The following tables show the number of the admissions, discharges, and deaths; the causes of insanity in the admissions; the causes of death; the length of residence in those discharged and in those who died; the ages of the patients admitted, discharged, and died; the condition as to marriage; and the religious persuasion of those admitted and under care in Hospitals for the Insane during the year 1880. Tables giving similar particulars relative to the patients in the Licensed House for the Insane at Cook's River are given in a subsequent part of the report. The ages and native countries of all the patients under care in Institutions for the Insane during the year 1880 are shown in tables 9 and 10:—

TABLE I.

SHOWING the Admissions, Re-admissions, Discharges, and Deaths, in the Hospitals for the Insane during the Year 1880.

				Male.	Female.	Total.
In Hospital on 31st December, 1879				1,232	646	1,878
				Male.	Female.	Total.
Admitted for the first time during the year				267	145	412
Re-admitted during the year				28	30	58
Transferred during the year				42	24	66
Total under care during the year				337	199	536
Total under care during the year				1,569	845	2,414
Discharged or Removed—						
Recovered				133	63	196
Relieved				21	19	40
Transferred				40	35	75
Escaped (and not recaptured)				3	...	3
Died				96	40	136
Total discharged or died during the year				293	157	450
Remaining.....				1,276	688	1,964
Average number resident during the year				1,249	665	1,914

TABLE 2.

SHOWING the Admissions, Re-admissions, Discharges, and Deaths, with the Mean Annual Mortality, and the proportion of Recoveries, &c., per cent., at Hospitals for the Insane, during the Year 1880.

Year.	Admitted.			Discharged.			Transferred to other Hospitals, &c.	Escaped and not recaptured within 28 days.	Died.	Remaining in Hospitals, 31 December in each year.	Average number resident.	Percentage of recoveries on admissions and re-admissions.			Percentage of patients relieved on admissions and re-admissions.			Percentage of deaths on average numbers resident.																												
	Admitted for the first time.		Re-admitted.	Recovered.		Relieved.						M.		F.		M.		F.		M.		F.																								
	M.	F.	Total.	M.	F.	Total.						M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.																							
1876-182	111	293	33	27	60	101	12	118	88	70	158	17	19	36	100	45	145	...	78	29	107	1,072	533	1,605	1,052	530	1,588	40	90	50	72	44	75	7	90	13	76	10	19	7	41	5	41	6	73	
1877-262	100	362	62	24	86	133	14	147	137	64	201	17	18	35	130	21	151	...	97	20	117	1,147	548	1,695	1,130	529	1,659	42	23	51	01	44	56	4	97	14	51	7	81	3	58	3	78	7	05	
1878-212	126	333	40	38	78	112	36	148	108	46	154	17	20	37	113	45	158	...	90	28	127	1,174	609	1,783	1,176	679	1,754	42	35	28	05	37	01	6	75	12	10	8	89	3	42	4	63	7	24	
1879-241	123	309	40	26	66	93	12	110	112	68	170	21	28	49	97	17	114	...	91	20	117	1,232	646	1,878	1,188	620	1,808	39	36	37	66	30	08	7	47	18	18	11	23	7	66	4	19	7	10	
1880-267	145	412	28	30	68	42	24	66	138	63	196	21	19	40	40	35	75	3	8	90	40	136	1,276	638	1,914	1,249	605	1,914	45	03	36	00	41	70	7	11	10	85	8	51	7	68	6	01	7	10

TABLE 3.

SHOWING the Causes of Insanity, apparent or assigned, in the Admissions and Re-admissions in the Hospitals for the Insane during the Year 1880.

	Male.	Female.	Total.
MORAL—			
Domestic trouble (including loss of relatives and friends)	4	9	13
Adverse circumstances (including business anxiety and pecuniary difficulties)	8	.....	8
Mental anxiety and "Worry" (not included under above two heads), and overwork	6	6	12
Religious excitement	6	4	10
Love affairs (including seduction).....	2	3	5
Fright and nervous shock .....	.....	1	1
Isolation.....	2	2	4
Nostalgia	1	.....	1
PHYSICAL—			
Intemperance in drink	29	6	35
Do (sexual) .....	.....	.....	.....
Venereal disease	1	1	2
Self-abuse (sexual)	1	1	2
Sunstroke	11	2	13
Accident or injury	8	1	9
Pregnancy .....	.....	1	1
Parturition and the puerperal state .....	.....	14	14
Lactation .....	.....	3	3
Uterine and Ovarian disorders .....	.....	1	1
Puberty .....	.....	2	2
Change of Life .....	.....	.....	.....
Fevers.....	1	1	2
Privation and overwork .....	.....	2	2
Phthisis	2	.....	2
Epilepsy	16	7	23
Disease of skull and brain	9	2	11
Other bodily diseases and disorders and chronic ill-health	4	6	10
Excess of opium	1	.....	1
Previous attacks	29	22	51
Hereditary influence ascertained	27	15	42
Congenital defect ascertained	10	10	20
Other ascertained causes	20	4	24
Unknown	97	49	146
Total	295	175	470

TABLE 4.

SHOWING the Causes of Death in the Hospitals for the Insane during the Year 1880.

	Male.	Female.	Total.
CEREBRAL DISEASE—			
Apoplexy and Paralysis	8	4	12
Epilepsy and Convulsions	11	5	16
General Paralysis.....	18	1	19
Maniacal and melancholic Exhaustion and Decay.....	20	9	29
Inflammation and other Diseases of the Brain, Softening, Tumour, &c.....	4	3	7
THORACIC DISEASE—			
Inflammation of Lungs, Pleura, and Bronchi	3	.....	3
Pulmonary Consumption	9	2	11
Disease of Heart and Blood-vessels .....	.....	1	1
ABDOMINAL DISEASE—			
Inflammation and Ulceration of Stomach, Intestines, and Peritoneum	2	2	4
Dysentery and Diarrhoea	2	2	4
Albuminuria .....	.....	.....	.....
Disease of Bladder and Prostate	2	.....	2
Disease of Liver .....	.....	.....	.....
Cancer.....	1	.....	1
Erysipelas	1	.....	1
Typhoid Fever .....	.....	.....	.....
General Debility and Old Age	15	10	25
Accident.....	.....	.....	.....
Suicide .....	.....	1	1
Total	96	40	136

TABLE 5.

SHOWING the length of Residence in those Discharged Recovered, and in those who have Died in the Hospitals for the Insane during the Year 1880.

	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month	7	1	8	2	4	6
From 1 to 3 months	36	11	47	10	3	13
From 3 to 6 months	37	19	56	14	3	17
From 6 to 9 months	23	10	33	7	1	8
From 9 to 12 months	8	10	18	9	2	11
From 1 to 2 years	14	2	16	18	7	25
From 2 to 3 years	2	6	8	5	2	7
From 3 to 5 years	3	2	5	7	5	12
From 5 to 7 years	2	2	4	3	3	6
From 7 to 10 years .....	.....	.....	.....	9	2	11
From 10 to 12 years .....	.....	.....	.....	3	.....	3
From 12 to 15 years	1	.....	1	.....	2	2
Over 15 years .....	.....	.....	.....	9	6	15
Total	133	63	196	96	40	136

TABLE 6.

SHOWING the Ages of the Admissions and Re-admissions, Discharges, and Deaths during the Year 1880, in the Hospitals for the Insane.

Age.	Admitted and Re-admitted.			Recovered.			Removed, &c., Relieved, &c.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
1 to 5 years	2	2	4	.....	.....	.....	1	1	2	1	.....	1
5 to 10 years	3	3	6	.....	.....	.....	.....	.....	.....	1	2	3
10 to 15 years	11	8	19	7	6	13	.....	1	1	.....	.....	.....
15 to 20 years	65	47	112	34	22	56	1	2	3	6	4	10
20 to 30 years	79	46	125	41	12	53	6	3	9	25	7	32
30 to 40 years	68	28	96	24	10	34	6	5	11	30	9	39
40 to 50 years	33	23	56	17	9	26	4	7	11	12	9	21
50 to 60 years	23	11	34	10	4	14	2	.....	2	12	1	13
60 to 70 years	10	7	17	.....	.....	.....	1	.....	1	7	5	12
70 to 80 years	1	.....	1	.....	.....	.....	.....	.....	.....	2	3	5
80 to 90 years .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
90 and upwards .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	295	175	470	133	63	196	21	19	40	96	40	136

TABLE 7.

CONDITIONS as to Marriage in those Admitted and Re-admitted and those under care in the Hospitals for the Insane during the Year 1880.

	Admissions and Re-admissions.			Under Care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Single	169	55	224	927	296	1,223
Married	85	89	174	315	321	636
Widowed	22	28	50	58	98	156
Unascertained	19	3	22	269	130	399
Total	295	175	470	1,569	845	2,414

TABLE 8.

SHOWING the Religious Profession of those Admitted and Re-admitted and those under care in the Hospitals for the Insane during the Year 1880.

Religious Profession.	Admissions and Re-admissions.			Under Care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Protestant—						
Church of England	135	72	207	677	297	974
Presbyterian	20	14	34	85	44	129
Wesleyan	15	14	29	49	31	80
Lutheran	7	1	8	45	5	50
Other Protestant Denominations	11	3	14	56	52	108
Roman Catholic	89	66	155	514	390	904
Pagan	4	.....	4	59	1	60
Hebrew	1	1	2	9	2	11
Mahomedan .....	.....	.....	.....	12	.....	12
Unascertained	13	4	17	63	23	86
Total	295	175	470	1,569	845	2,414

TABLE 9.

SHOWING the Native Countries of the Patients under care in Institutions for the Insane during the Year 1880.

Hospitals for the Insane at—	British Colonies.						Great Britain.									France.			Germany.			China.			Other Countries.		
	New South Wales.			Other Colonies.			England.			Scotland.			Ireland.														
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
Gladesville	99	122	221	8	16	24	167	121	288	29	29	58	114	192	306	5	...	5	29	9	38	14	...	14	31	3	34
Parramatta { Free	105	41	146	7	2	9	175	51	226	43	12	55	177	116	293	4	1	5	18	2	20	37	...	37	51	6	57
Convict	...	...	...	...	...	...	10	4	14	1	...	1	8	1	9	...	...	...	...	...	...	...	...	...	...	...	...
Criminal	10	3	13	...	...	...	24	...	24	4	1	5	21	4	25	1	...	1	1	...	1	5	...	5	6	...	6
Callan Park	35	...	35	2	...	2	56	...	56	12	...	12	43	...	43	2	...	2	2	...	2	4	...	4	10	...	10
Newcastle	82	84	166	3	2	5	29	9	38	2	2	4	10	11	21	1	...	1	...	...	...	...	...	...	5	1	6
Cooma	11	...	11	2	...	2	16	...	16	5	...	5	20	...	20	1	...	1	...	...	...	4	...	4	8	...	8
Licensed House for the Insane, Cook's River	4	25	29	2	2	4	2	40	42	1	8	9	1	59	60	...	1	1	...	3	3	...	...	...	...	...	...
Total	346	275	621	24	22	46	479	225	704	97	52	149	394	383	777	14	2	16	50	14	64	64	...	64	111	10	121

TABLE 10.

SHOWING the Ages of Patients under care in the Institutions for the Insane during the Year 1880.

Hospitals for the Insane at—	1 to 5 years.		5 to 10 years.		10 to 15 years.		15 to 20 years.		20 to 30 years.		30 to 40 years.		40 to 50 years.		50 to 60 years.		60 to 70 years.		70 to 80 years.		80 years and upwards.											
	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.	M.	F.										
	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.	Total.									
Gladesville	2	3	5	13	12	25	84	94	178	143	140	233	127	104	231	67	78	145	43	38	81	12	10	32	5	3	8			
Parramatta { Free	3	5	8	52	18	70	150	39	195	206	63	269	109	60	169	63	36	99	27	9	36	1	1	2				
Convict	1	1	4	3	7	10	...	10	5	1	6	...	...			
Criminal	11	1	12	22	4	26	18	3	21	12	...	12	7	...	7	2	...	2	...	...				
Callan Park	1	...	1	34	...	34	46	...	46	40	...	40	26	...	26	13	...	13	6	...	6	...	...			
Newcastle	11	11	22	17	13	30	29	22	51	35	29	64	7	23	30	12	3	15	8	3	11	7	4	11	6	1	7			
Cooma	10	...	10	30	...	30	22	...	22	4	...	4	1	...	1	...	...	...	...	...	...
Licensed House, Cook's River	1	...	1	2	9	11	4	38	42	1	47	48	1	21	22	1	19	20	...	4	4	...	...			
Total	11	11	22	19	16	35	47	39	86	228	151	379	408	244	652	426	221	647	231	165	396	145	97	242	58	25	93	6	4	10

Admissions.

The number of patients admitted for the first time into the Hospitals for the Insane during the year was 267 male and 145 female, a total of 412, and the re-admissions numbered 28 males and 30 females, a total of 58. The admissions and re-admissions together were 470, being in excess of those for any previous year. The number of patients received from other Institutions for the Insane—transferred under section 80 of the Lunacy Act—was 66. At the Licensed House, Cook's River, 5 patients were admitted for the first time, 1 was re-admitted, and 9 were received from other Institutions. It thus appears that the total admissions to all the Institutions was 417, the re-admissions 59, and the transfers 75.* The re-admissions form 12.39 per cent. of the total admissions. The re-admissions into English Asylums during the year 1879, were 13.62 per cent. of the total number of admissions. The transfers are excluded from both calculations. When the transfers are not excluded the percentages are 10.70 and 12.18 respectively.

Table 3, showing the causes of insanity in the admissions and re-admissions is now given for the first time. In 146 cases or 31.06 per cent. the cause of the malady was unknown. Among the physical causes to which, as a whole, 57.44 per cent. are attributed, hereditary influence was the cause in 42 cases or 8.93 per cent., intemperance in drink in 35 cases or 7.44 per cent., and epilepsy in 23 cases or 4.89 per cent. Congenital defect was ascertained in 20 cases or 4.25 per cent., whilst sunstroke, parturition, and the puerperal state, diseases of the skull and brain, bodily diseases and chronic ill-health, all show a high percentage. Amongst moral causes, to which as a whole 11.48 per cent. are attributed, domestic trouble, mental anxiety and "worry," and religious excitement are the most potent.

As the causation of insanity is a subject of very wide interest, I have prepared the following return, showing the assigned causes of insanity in 3,410 patients admitted into Gladesville Hospital—which was for the period indicated the main receiving Hospital of the Colony—from the 1st January, 1869, to the 31st December, 1879.

TABLE

* The admissions and re-admissions for the year give a proportion to the population of 1 in 1,618.

TABLE showing the Assigned Causes of Insanity in 3,410 Patients (being 2,145 male and 1,265 female) admitted into the Hospital for the Insane, Gladesville, from 1st January, 1869, to 31st December, 1879, being a period of 11 Years.

	Number.			Proportion per cent. to the total number admitted.			
	Male.	Female.	Total.	Male.	Female.	Total.	
MORAL—							
E.G. Domestic Trouble.....	57	85	142	2·7	6·7	4·2	} 16·7 per cent.
Mental Anxiety	142	54	196	6·6	4·3	5·8	
Religious Excitement	29	21	50	1·3	1·6	1·5	
Disappointment in Love	4	24	28	0·2	1·9	0·8	
Fright and Shock	10	14	24	0·5	1·1	0·7	
Isolation	93	20	113	4·3	1·6	3·3	
Nostalgia	7	5	12	0·3	0·4	0·4	
PHYSICAL—							
E.G. Intemperance.....	218	77	295	10·1	6·0	8·6	} 56·3 per cent.]
Syphilis	8	6	14	0·4	0·5	0·4	
Onanism	51	...	51	2·3	...	1·5	
Sunstroke	150	32	182	6·9	2·5	5·3	
Injury to the Head	86	9	95	4·0	0·7	2·8	
Puerperal .....	...	163	163	...	12·9	4·7
Climacteric.....	...	40	40	...	3·1	1·1	
Fever, Chronic ill-health, and want.....	116	122	238	5·4	9·6	7·2	
Phthisis	15	2	17	0·7	0·1	0·5	
Epilepsy	125	73	198	5·8	5·7	5·8	
Cancer and other Diseases of the Skull and Brain.....	98	15	113	4·5	1·1	3·3	
Excess of Opium	11	...	11	0·5	...	0·3	
Old Age	60	43	103	2·8	3·5	3·0	
Hereditary Taint	138	98	236	5·9	7·7	6·9	
Congenital	92	73	165	4·2	5·7	4·9	
Unascertained	635	289	924	29·6	22·8	27·0	27·0 per cent.

In connection with the influence of temperature as determining the period of attack in cases of insanity, the following return possesses some interest. Spring and autumn, or rather the advent of summer and winter, are distinctly marked, the former by an increase, the latter by a decrease in number of cases admitted into hospital.

RETURN showing Admissions into the Hospital for the Insane, Gladesville, during each month of the year for the Ten Years ending December, 1879.

Month.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	Total.
January.....	14	27	31	27	19	23	32	35	33	35	276
February.....	12	16	24	24	24	22	21	33	32	21	229
March.....	9	19	10	31	18	29	31	41	35	30	253
April.....	20	13	16	24	19	23	15	31	25	22	208
May.....	12	28	14	19	20	19	20	32	46	29	239
June.....	18	24	31	24	30	24	23	34	22	20	250
July.....	12	21	27	27	29	42	25	35	24	27	269
August.....	19	16	22	24	28	20	37	41	27	31	265
September.....	19	25	16	19	37	34	30	36	44	32	292
October.....	21	23	22	40	30	26	38	38	31	32	301
November.....	20	34	27	15	30	42	41	36	43	32	320
December.....	21	31	28	22	28	33	27	41	38	22	291
Total.....	197	277	268	296	312	337	340	433	400	333	

The ages, the condition as to marriage, and the religious persuasion of the patients admitted, are shown in tables 6, 7, and 8, and will be of interest in connection with the census returns.

Total number under Care.

The number under care and treatment in Hospitals for the Insane during the year was 1,569 males and 843 females, a total of 2,414. The number under care in the Licensed House at Cook's River was 10 males and 138 females, a total of 148. The total number under care and treatment was therefore 1,579 males and 983 females, a total of 2,562.

The native countries, ages, condition as to marriage, and religious profession, so far as could be ascertained, are given in tables 7, 8, 9, and 10. From table 9 it appears that 623 are natives of New South Wales, 47 of other British Colonies, 702 of England, 149 of Scotland, 776 of Ireland, 16 of France, 64 of Germany, 64 of China, and 121 of countries other than those named.

Only 143 of the patients were under 20 years of age, 379 were between 20 and 30, 652 between 30 and 40, 647 between 40 and 50, 396 between 50 and 60, and 345 above 60 years of age. By far the larger number were at the period of active manhood, nearly two-thirds being between 20 and 50 years of age.

Discharges.

The number of patients discharged recovered, from Hospitals for the Insane was 196, and the number relieved 40, the former giving a percentage of 41·70, and the latter of 8·51 on the admissions, so that a percentage of 50·21 have been so far benefited by treatment as to render Hospital care no longer necessary. In addition to these numbers 34 patients were discharged recovered and relieved from the Reception House during the year. The proportion of recoveries as in former years compares favourably with that in Asylums in England which, excluding the Idiot Asylums, and therefore not reckoning the most incurable class of cases, gave a percentage of 40·50 on the admissions for the year 1879, and an average of 39·26 per cent. for the ten years 1870 to 1879 inclusive.

The proportion of recoveries varied somewhat at the different Hospitals. At Gladesville it was 45·57; at Parramatta 45·67 in the Free and 17·39 in the Criminal division, and at Callan Park 33·33. No patient was discharged recovered from either Newcastle or Cooma during the year.

Deaths.

Deaths.

The total number of deaths was 136, and on computing the mortality on the total number of patients under care the percentage is 7.10. This rate is somewhat above that for the preceding year. In the English Asylums the average mortality for the ten years from 1870 to 1879 inclusive was 10.14. The average for the past five years in this Colony has been 6.92. The death rate was highest at Callan Park—10 per cent.—whereas the Medical Superintendent explains in his report, a large proportion of the cases succumbed to senile decay; and smallest at Cooma, where the percentage was 3.12. At this latter Institution the patients are for the most part between 20 and 50 years of age, and in good physical health. The causes of death are shown in table 4. Maniacal and melancholic exhaustion and decay are credited with 29 deaths, general debility and old age with 25, general paralysis of the insane, epilepsy and convulsions, and apoplexy and paralysis, with 19, 16, and 12 respectively, and pulmonary consumption with 11. None of the other causes reach to two figures. It will be seen, as might be expected, that death in Hospitals for the Insane is largely due to cerebral disease. The death from suicide occurred at Gladesville, and will be referred to in the remarks on that Hospital.

Numbers remaining and accommodation.

The number of patients remaining in the Hospitals for Insane at the close of the year was 1,964, of whom 1,276 were men and 688 women, whilst 135—6 men and 129 women—were in the licensed House at Cook's River.

In reporting on the state and condition of the Institution for the Insane for the year 1879, it was my duty to report that there were 263 patients in the Public Institutions in excess of the number for whom there was proper accommodation—such accommodation being on the standard of cubic space fixed by the English Commissioners in Lunacy as the lowest compatible with health. During the year 1880, the only increase in the amount of accommodation was afforded by the removal of the Superintendent of the Hospital for the Insane at Newcastle, from quarters in the main building, to a small detached residence formerly occupied by the Police Magistrate. This gave space for 17 patients with 2 nurses, and was occupied with patients as soon as some necessary alterations and repairs could be effected. Twenty-two patients found accommodation in the wards at Callan Park, and the remainder of the 88 were at the close of the year distributed in the already overcrowded dormitories at Gladesville, Parramatta, and Newcastle. Some minor and necessary alterations were made during the year which slightly affected the accommodation, and the following return shows this accommodation and the number of patients at the close of the year:—

RETURN Showing number for whom there is Dormitory Accommodation, and the number in Hospitals for the Insane, 31st December, 1880.

Institution.	Number for whom there is dormitory accommodation.			Number in Hospital on the 31 December, 1880.		
	Male.	Female.	Total.	Male.	Female.	Total.
Hospital for the Insane, Gladesville	259	244	503	335	369	704
Do. Parramatta (Free and Convict)	573	123	696	577	209	786
Do. do. (Criminal)	57	...	57	53	6	59
Do. Callan Park	141	...	141	129	...	129
Do. Newcastle	111	70	181	124	104	228
Temporary do., Cooma	56	...	56	64	...	64
	1,197	437	1,634	1,276	688	1,964
				1,197	437	1,634
Total number in excess of accommodation				79	251	330

It is, I think, desirable to consider the extent and the character of the existing accommodation, both with regard to the steps which have already been taken to increase it, and to those which may be necessary in the future.

Of the existing and occupied buildings for male patients those affording space for 460 out of the total accommodation for 1,197 are of wood. The new buildings at Gladesville are of stone, and will, when completed, accommodate 164 male patients, but the proportion of accommodation in wooden buildings will then be over one-third.

The new buildings for women, which it is hoped will be soon completed, at Parramatta, give accommodation for 252 in wood and 98 in brick rooms. The completion and occupation of these involves the demolition of the old and ruinous prison buildings now containing room for 123. When the changes are complete the accommodation for women in wooden buildings will be 252 out of a total of 664, or considerably upwards of one-third.

The experiment of housing the insane in wooden buildings has been tried to a greater extent in this Colony than in any other part of the world, and there can be no doubt but that such buildings can be erected more cheaply than more substantial structures, and serve admirably for the accommodation of certain classes of patients. They present, however, special danger from their liability to fire, they need frequent painting and repair, and the experiment has not yet been made long enough to enable a correct idea to be formed as to its ultimate economy.

Moreover, the experiment has now been carried to the fullest extent compatible with the safety and comfort of the patients, and experience has clearly shown that there are large classes, especially the more noisy, dangerous, and demonstrative, and all those in the acute stages of the malady, who cannot safely be placed in buildings of this kind. About one-third is the greatest number which can be placed in wooden buildings, without danger or without imperilling the comfort and recovery of other patients.

The proportion of single rooms, so necessary in the treatment of acute cases, is at present 1 to every 8 patients; but of these rooms 28, at Cooma, are borrowed from the Department of Prisons, and 15 at Gladesville are of wood, without any deadening material in the walls, and not, therefore, suited for noisy patients. Excluding these the proportion is 1 to every 11 male and 1 to every 8 female patients, and is too small to admit of successful treatment.

With

With this knowledge it was deemed essential that the new Hospital at Callan Park should be a substantial building, with a large proportion of single rooms, especially as it will be the main curative institution for the metropolis, and will receive from three to four hundred fresh cases annually.

A consideration of the existing accommodation with a view to future operations will, I think, show the necessity for the commencement of some further buildings at no distant period.

The new buildings at Gladsville and Parramatta, which will, it is hoped, be ready for occupation during the present year, would, with the existing buildings, raise the accommodation to sufficient for 1,361 males and 787 females; but unfortunately a large part of the old buildings are of such a character that they can no longer be allowed to continue.

The completion of the Parramatta buildings will, as above stated, render necessary the demolition of old and ruinous buildings now affording space for 123 women. Other buildings for 50 men at the same Institution are in a condition beyond repair. The Hospital at Cooma, with space for 56 men, is borrowed from the Department of Prisons, and the whole of the buildings in the present Hospital at Callan Park with space for 141 men is a temporary structure, and must be removed to make way for the permanent Hospital. The accommodation will thus be reduced to sufficient for 1,248 men and 541 women, and the addition of the accommodation to be provided at Callan Park for 339 men and 327 women will again raise this to accommodation for 1,587 men and 868 women.

As the numbers in the existing Hospitals are now 1,276 men and 688 women, whilst 125 women are paid for by the Government at the private Institution at Cook's River, and the annual increase averages 45 of each sex, it is clear that further accommodation will soon be necessary.

Patients admitted from ships, &c.

I think it necessary again to call attention to the number of patients admitted to the Hospitals for the Insane, either directly from the ships in which they arrived in the Colony, or very soon after landing. The Medical Superintendent of Callan Park has in his report in the appendix called attention to six cases of this kind, and nine others have been admitted to Gladsville. A certain number of insane persons may be expected among emigrants and recent arrivals in the Colony, but owing to the closure of the Victorian and Queensland ports to these cases, the number admitted to New South Wales is certainly larger than it would otherwise be, and the Hospitals for the Insane in this Colony are made the receptacle for the homeless insane from the whole of the South Pacific. There have been several instances during the last and preceding years in which insane patients have been sent from New Caledonia and the South Sea Islands, and others in which the captains of ships have brought on these patients to Sydney rather than enter into the bonds for their maintenance demanded in other Colonies.

The Lunacy Act.

I have to report that those parts of the Lunacy Act which regulate the admission, transfer, inspection, and discharge of patients have worked on the whole satisfactorily and well, but some of the provisions of the Statute are as yet imperfectly understood.

It has been necessary to call for amendment of the medical certificates under section 13 in eight cases during the year. In seven of these the amendment was made, but in one case the medical practitioners expressed themselves as unable or unwilling to make the amendments necessary, and the patient was at once discharged. In five of the seven cases in which the amendment was made the original certificates were meagre and imperfect, and stated the opinion of the medical practitioner, and not the facts on which such opinion was based—as is required by the Statute. In one case the currency of the certificates, limited to ten days by the 8th section of the Act, had expired, and in another the certificate was signed by the doctor of the ship in which the patient was an emigrant; and this gentleman, though a qualified practitioner, was not registered in New South Wales, and therefore not legally qualified according to the provisions of the Act.

The provision in section 6 of the Act enabling Justices to examine insane persons "at any convenient place" instead of in a police court has been taken advantage of in three or four cases during the year, but does not appear to be generally known. The appearance of insane persons in a condition of violent excitement in open court has formed the subject of several sensational paragraphs in country newspapers during the year, and in one case at Deniliquin the patient was described as having his hands strapped and "*held down on the floor of the court by the united strength of four men.*" It is to be hoped that scenes so painful to bystanders and so injurious to the patients will be avoided whenever possible, and the humane provisions of the Act taken advantage of in cases of violent and dangerous insanity.

Leave of absence on trial has been granted under section 82 of the Act to 27 patients during the year, with the result that 14 of these have so far recovered as to render further detention unnecessary, 7 were returned to Hospital, and 6 remained on trial at the close of the year. I trust that in future this section will be more largely taken advantage of. Some unpromising patients have benefited by the change, and it is an undoubted fact that many patients do not and will not attain to perfect recovery in Hospitals for the Insane more than they do in Fever Hospitals, the last touch of treatment wanted being, as has been well said, "the cordial restorative of home, or the tonic of liberty." Dr. Bucknill, a well-known English authority in lunacy matters, in a recently published volume, says, "There is a tide in the affairs of madness which taken at the flood leads on to the precious fortune of health. There is a time when an entire change of surroundings effect the happiest change in the mental state, sometimes resulting in perfect recovery, oftentimes resulting in permanent improvement. If this state be overlooked, it passes into one or other of the forms of insanity, and the last state of that man is worse than the first." It is in such cases that restoration to the care of friends, or leave of absence on trial, is often of the greatest service, and prevents these unhappy people remaining in hospital till they die.

Section 89 of the Act, which provides for an allowance to be made to friends for maintenance of patients, and introduces in fact what has been called the "Boarding-out System," has not yet been acted on in any case. The sum of £300 was made available under the Appropriation Act of 1880 for a trial of this system, and immediately on the passing of this Act I addressed a circular letter to the superintendents of Hospitals for the Insane calling their attention to this vote, and urging the selection of patients for discharge under this section; but no recommendation has so far been made, and I gather that difficulties have been experienced

experienced in the selection of suitable cases. It can never be advisable, except in very special cases, to entrust insane persons to the care of any except near relatives. Some tie beyond a pecuniary one seems absolutely necessary, and from returns obtained on 30th June last, it appears that out of 2,036 insane persons then on the registers of the Hospitals, 1,038, or more than one-half, were, so far as could be discovered from the records of the Hospitals and from the patients themselves, absolutely without friends or relatives. Ten per cent. of the total number were foreigners by birth, and only about 880 had relatives in New South Wales. A considerable portion of such relatives either had no settled homes, or were engaged in occupations which left them scant time or opportunity for looking after insane patients, and in very few cases would the sum which it would be to the advantage of the Government to pay for maintenance be worth consideration by the side of the wages to be earned in this Colony. Under these circumstances, I am not—and indeed I never have been—hopeful that any large reduction of the asylum population will be effected by “boarding-out,” but I am still of opinion that fit cases may occasionally be selected, and I shall take further opportunities of conferring with the superintendents on this subject.

The 48th section of the Lunacy Act renders it legal to set apart wards in public Hospitals for the temporary reception of insane persons, but the initiative is left with the Committees of the Hospitals. Like other permissive legislation the enactment has so far been inoperative, and the prisons remain the only refuge for persons seized with insanity in country districts, whilst waiting removal or travelling to Hospital. In the neighbouring colony of Victoria, lunacy wards have been established in connection with the public Hospitals at Geelong and Sandhurst, Castlemaine, Sale, and Wood's Point, and during a recent visit to Victoria I had an opportunity of visiting those at Geelong, Sandhurst, and Castlemaine, and making inquiries as to their management. The wards were erected with funds provided by the Government on the solicitation of the Committees of the Hospitals, and the Committees are re-imbursed by the Government for the maintenance of all patients treated in them. The system is a vast improvement on that in force in this Colony, and such wards might with great advantage be established in some of the more populous of our up-country towns. From a return supplied to me by the courtesy of the Comptroller General of Prisons, it appears that excluding Darlinghurst, 341 persons were treated for symptoms of insanity in the prisons of the Colony during the year 1880, of whom 128 were certified to be insane. Of the total number under care 45 were sent on to Darlinghurst or other gaols, 113 were sent to Hospitals for the Insane, 87 were discharged at police courts, and 85 as sane, and 11 remained at the close of the year. In addition to these, 112 patients were received at the prisons whilst in transit to Hospital.

The operation of the Lunacy Act has very considerably shortened the stay of insane patients in prisons, and the statutory regulation limiting such residence to 14 days does not appear, according to returns furnished to me, to have been infringed in any case except where the patient was unable to travel owing to physical debility.

RETURN showing the number of persons under treatment in prisons for symptoms of insanity during the Year 1880.

Name of Gaol.	Under treatment but not certified as Insane.	Certified as Insane in Gaol.	How disposed of.						Received in Transit.
			Discharg'd to Hospital for Insane or Receiving House.	Discharg'd to Darlinghurst or other Gaols.	Discharg'd to Police Court.	Discharg'd cured.	Died.	Remain- ing.	
Grafton	9	7	7	.....	.....	9	.....	.....	.....
Deniliquin	23	7	6	1	20	3	.....	.....	2
Glen Innes	1	2	2	1	.....	.....	.....	.....	.....
Inverell	2	.....	.....	.....	.....	2	.....	.....	.....
Hay	9	2	.....	4	7	.....	.....	.....	2
Coonamble	4	.....	.....	2	.....	2	.....	.....	.....
Maitland	10	7	7	3	2	5	.....	.....	19
Wilcannia	2	3	2	.....	.....	3	.....	.....	.....
Yass	31	2	3	1	14	11	.....	4	.....
Campbelltown	3	.....	.....	.....	.....	3	.....	.....	.....
Orange	3	6	6	.....	3	.....	.....	.....	7
Queanbeyan	5	2	2	.....	5	.....	.....	.....	.....
Armidale	10	1	2	1	2	6	.....	.....	5
Parramatta	7	9	9	1	4	1	.....	1	.....
Wollongong	.....	5	5	.....	.....	.....	.....	.....	.....
Gunnedah	.....	2	1	1	.....	.....	.....	.....	.....
Albury	5	6	5	.....	1	4	.....	1	11
Mudgee	6	11	11	2	1	3	.....	.....	.....
Wentworth	7	.....	.....	4	2	1	.....	.....	.....
Berrima	2	1	1	2	.....	.....	.....	.....	.....
Tamworth	2	3	3	1	.....	1	.....	.....	8
Bourke	15	1	.....	4	12	.....	.....	.....	.....
Goulburn	19	11	11	2	7	9	.....	1	15
Bathurst	5	2	1	5	.....	.....	.....	1	25
Narrabri	6	1	1	3	.....	3	.....	.....	.....
Singleton	2	3	3	.....	2	.....	.....	.....	.....
Bega	.....	1	1	.....	.....	.....	.....	.....	.....
Muswellbrook	.....	5	5	.....	.....	.....	.....	.....	.....
Coonabarabran	2	.....	.....	.....	.....	2	.....	.....	.....
Cooma	1	2	2	.....	1	.....	.....	.....	.....
Windsor	2	2	2	.....	1	1	.....	.....	.....
Forbes	3	3	3	1	.....	2	.....	.....	.....
Braidwood	.....	8	3	.....	1	4	.....	.....	.....
Gundagai	1	.....	.....	.....	1	.....	.....	.....	.....
Murrumbidgee	1	.....	.....	1	.....	.....	.....	.....	.....
Wellington	2	3	.....	2	.....	2	.....	1	7
Young	.....	1	.....	1	.....	.....	.....	.....	.....
Wagga Wagga	7	3	3	.....	1	5	.....	1	10
Dubbo	4	6	6	.....	.....	3	.....	1	1
Walgett	2	.....	.....	2	.....	.....	.....	.....	.....
Total	213	128	113	45	87	85	.....	11	112

Cost of Maintenance.

The annual receipts of the department from all sources amounted to £5,521 0s. 4d., or £2,535 14s. 5d. in excess of those for 1879. The details of these receipts are shown in the following return :—

RETURN showing total receipts on account of Lunacy Department during the Year 1880.

Name of Institution.	Maintenance of Patients.	Payments from Imperial Treasury for Convict Patients.	Sale of Fat and Old Stores.	Rent of Land.	Total.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hospital for the Insane, Gladsville	3,000 13 7	.....	89 16 0	.....	3,090 9 7
Do. Parramatta	704 0 4	660 0 0	33 15 9	.....	1,397 16 1
Do. Callan Park	181 10 3	.....	16 3 3	.....	197 13 6
Do. Newcastle	293 5 9	82 10 0	17 0 6	.....	392 16 3
Temporary Hospital for the Insane, Cooma	9 15 0	.....	.....	.....	9 15 0
Licensed House for the Insane, Cook's River	346 12 5	.....	.....	.....	346 12 5
Reception House for the Insane, Darlinghurst	40 18 6	.....	.....	.....	40 18 6
Inspector General's Office .....	.....	.....	.....	44 19 0	44 19 0
Total	£ 4,576 15 10	742 10 0	156 15 6	44 19 0	5,521 0 4

The sum collected for maintenance of patients was £4,576 15s. 10d., or £2,638 in excess of the collections for 1879. Of this amount the sum of £4,535 17s. 4d. was collected by the Master-in-Lunacy. The amount is, considering the number of patients, not large, but it should be remembered:—1st. That, as stated in a former part of this report, upwards of one-half of the present population of the Institutions for the Insane are, so far as can be ascertained, quite friendless. 2nd. That insanity is much more prevalent among the poor than among the well-to-do classes. 3rd. That it is in itself pauperising in the most direct way. It continues for weeks or months, or even *in perpetuo*, not for days and weeks only, as is the case with other diseases; and in the case of a father, who is the bread winner of a family, it stops all incoming for long periods.

The total expenditure for the year has been £69,049 17s. 3d., divided as follows:—General expenses, £2,114 13s. 2d.; maintenance in Hospitals for the Insane, £58,509 19s. 10d.; maintenance of Government patients in the Licensed House, Cook's River, £7,319 17s. 6d.; maintenance in Reception House, £1,105 6s. 9d.

The general expenses included the cost of the Inspector General's Office, the allowances to official visitors, and the maintenance of the steam launch "Mabel," used for conveying patients and stores to the Hospitals and for other purposes.

The following tables give particulars of expenditure in the Hospitals:—

TABLE showing annual cost of Patients in Hospitals for the Insane during the Year 1880.

	Average Number of Patients.	Total Cost.	Amount of Collections.	Total Annual cost per Patient	
				without deducting collections.	per Patient deducting collections.
		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Hospital for the Insane, Gladsville...	686	19,969 0 8	3,090 9 7	29 2 2½	24 12 1
Do. Parramatta ..	827	23,907 4 9	1,397 16 1	28 18 0	27 4 4½
Do. Callan Park...	120	4,379 1 1	197 13 6	36 9 9½	34 16 10½
Do. Newcastle ...	217	6,841 6 8	392 16 3	31 10 5½	29 14 4
Temporary do. Cooma	64	3,413 6 8	9 15 0	53 6 10½	53 5 7½
Total	1,914	58,509 19 10	5,088 10 5	.....	.....

Average cost per head without deducting collections, £30 11s. 4½d., or deducting collections, £27 18s. 2½d.

TABLE showing weekly cost of Patients in Hospitals for the Insane during the Year 1880.

	Average Number of Patients.	Total Annual Cost.	Salaries and Allowances.	Provisions &c. &c.	Amusements, Books, and Periodicals.	Incidental Expenses and minor Repairs.	Materials for Employment of Patients.	Stores, Bedding, &c. &c.	Total cost weekly without deducting collections.	Weekly cost deducting collections.	Average weekly cost without deducting collections, 11s. 9d., or deducting collections, 10s. 8½d.
Hospital for the Insane, Gladsville	686	19,969 0 8	0 3 10½	0 4 10	0 0 1½	0 0 3½	0 0 3	0 1 10	0 11 2½	0 9 5½	
Do. Parramatta	827	23,907 4 9	0 3 9½	0 4 1½	0 0 1½	0 0 2½	0 0 1½	0 2 9	0 11 1½	0 10 5½	
Do. Callan Park	120	4,379 1 1	0 6 5½	0 4 5½	0 0 3½	0 0 6	0 0 6½	0 1 8	0 13 11½	0 13 3½	
Do. Newcastle	217	6,841 6 8	0 3 10½	0 4 7½	0 0 2	0 0 6½	0 0 3	0 2 7½	0 12 0½	0 11 5	
Temporary do. Cooma	64	3,413 6 8	0 6 10	0 10 2½	0 0 1½	0 0 5	0 0 3½	0 2 7½	1 0 5½	1 0 5½	

The total cost of the Hospitals has been £58,509 19s. 10d., being £1,191 5s. 3d. less than the cost of the preceding year, whilst the average daily number of patients was 106 greater. At the maintenance rate of last year the cost would have amounted to £63,201 2s. 7d., or £4,691 2s. 9d. more than the cost which has been incurred.

The average annual cost per patient has been £30 11s. 4½d., or deducting collections, £27 18s. 2½d., and the average weekly cost has been 11s. 9d., or deducting collections, 10s. 8½d.

The average weekly cost for 1879 was 12s. 8½d., or deducting collections, 12s. 1d.

These figures show a very considerable reduction in the cost for maintenance, due mainly to the favourable contracts for provisions which the Government was able to make for the year, but partly to improvement in the management of the Institutions, and partly to the arrangement by which the whole of the Institutions are worked as one department, and it is thus possible to institute comparisons and exercise a check on the issue of articles not provided for under fixed scales.

The

The weekly maintenance-rate has varied at the different Hospitals, being (without deducting collections) at Gladesville, 11s. 2½d. ; Parramatta, 11s. 1½d. ; Callan Park, 13s. 11½d. ; Newcastle, 12s. 0½d. ; and Cooma, £1 0s. 5¾d.

The difference in cost is due to the varying size of the Institutions, to the contract rates at which provisions are supplied, which are twice as great at Cooma as at any other Institution, and also to the rapidity with which patients are admitted—or, in other words, to the total number under care. In calculating cost this is always an important element, and should be considered in conjunction with the average daily number resident.

During the year the average daily number resident, and the total number under care at the different hospitals have been—

	Total Number under Care.	Average Daily Number Resident.
Gladesville	988	686
Parramatta.....	952	827
Callan Park.....	166	120
Newcastle.....	241	217
Cooma.....	67	64

From the following return it will be seen that the cost of maintenance in all the Hospitals for the Insane has been for some years slowly decreasing.

TABLE showing Weekly Cost of Maintenance at Hospitals for the Insane during the Years 1870 to 1880 inclusive, collections being deducted.

	Gladesville.	Parramatta.	Newcastle.	Cooma.	Callan Park.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1870.....	0 12 6	.....	.....	.....	.....
1871.....	0 11 11¾	0 9 0	.....	.....	.....
1872.....	0 12 8	0 9 3	0 16 11	.....	.....
1873.....	0 12 7	0 11 4¾	0 16 0	.....	.....
1874.....	0 12 2½	0 12 3	0 13 5½	.....	.....
1875.....	0 12 2	0 11 10½	0 14 1½	.....	.....
1876.....	0 12 5	0 10 0¾	0 14 1	.....	.....
1877.....	0 12 5	0 11 8¾	0 14 1½	1 17 9*	.....
1878.....	0 11 4½	0 12 9½	0 13 6¾	1 2 7	.....
1879.....	0 11 2	0 11 2½	0 12 8¾	1 2 2	1 2 11¾*
1880.....	0 9 5	0 10 5½	0 11 5	1 0 5½	0 13 3½

The cost of maintenance for Government Patients in the Licensed House at Cook's River has been £7,319 17s. 6d., or at the rate of £58 11s. 2d., per annum, or £1 2s. 6¼d. per week without deducting collections, and £55 15s. 8½d. per annum, or £1 1s. 5¼d. per week, collections being deducted.

The cost of the Reception House for the Insane at Darlinghurst has been £1,105 6s. 9d., which has been reduced by the sum of £40 18s. 6d. collected for maintenance.

HOSPITAL FOR THE INSANE, GLADESVILLE.

The number of patients in this Institution on December 31st, 1879, was 677—of whom 330 were males and 347 females. The admissions for the first time numbered 132 males and 115 females; the re-admissions, 25 males and 29 females; and the transfers from other Institutions, 9 males and 1 female—making the numbers under care 496 males and 492 females, or a total of 988. The daily average number resident was 686. The number discharged recovered was 137, a percentage of 45·51 on the admissions and re-admissions; and the number discharged relieved was 33, or a percentage of 10·96 on the admissions and re-admissions. Twenty men and 32 women were transferred to other Institutions for the Insane; 2 men escaped and were not recaptured within the statutory period; and 36 males and 23 females, a total of 59, died. The total number discharged, transferred, and died, during the year, was 284, and the number on the register of the Hospital on December 31st, 1880, was 704, of whom 335 were male and 369 female. At the close of the year 3 female patients were absent on trial.

The statistics of the Institution are set forth in an elaborate series of tables appended to the report of the Medical Superintendent. From one of these it appears that out of the 59 deaths which have occurred during the year no less than 40 were due to cerebral disease in one or other of its forms. The number of necroscopic examinations has been somewhat less than usual. I direct attention to this because I am of opinion that such examinations should be made whenever this is possible, and does not conflict with the prejudices of friends; not only to increase our knowledge of morbid processes and help to build up a pathological science which will be of service to and help to guide our treatment, but as a safeguard against accident and injury, which, in some demented patients, may exist and be undiscovered except at an autopsy.

I visited this Institution for the purpose of inspection on January 12th, February 9th, March 8th, 14th, and 16th, May 20th, 21st, and 22nd, June 17th, 19th, and 24th, July 12th, 14th, and 29th, August 4th, September 2nd, 5th, and 8th, October 1st, 4th, and 6th, November 3rd, and December 16th, and on each occasion recorded the result of my inspection in the Inspector's book kept at the hospital. The following are copies of the entries made at some of these visits:—

"February 9th.—On the 5th instant I went through all the wards of the female division with the Medical Superintendent and saw all the patients. Two were in bed from severe diarrhoea, and one was in restraint by camisole. No one was secluded. The wards were neat and clean as usual, and the patients free from excitement. The grass and trees in some of the yards require further care and attention. On the afternoon of the same day I inspected the attendants' diningrooms, the stables, wood-yard, artisans' shops, kitchen, laundry, &c., and found all in good order. I saw the various patients employed in the kitchen, laundry, &c. I tasted the bread, cheese, beer, spirits, &c., and saw other articles of provisions, all of which seemed good. On the 7th instant I examined the statutory books, which are correctly kept and written up to date. The medical journal shows that the amount of seclusion and restraint is small, and an inquiry into the individual cases convinced me of the necessity for the latter in all instances in which it has been employed

* First year, and including cost of Stores and Outfit.

employed. I examined the case books which are written up to a recent date. The weight of each patient on admission is now recorded in the case book. I saw all letters written by patients and detained by the Medical Superintendent; they were unusually numerous and contained in some instances complaints of ill-treatment. Those written by an epileptic lad named C. M. were full of complaints, but the majority, if not all, were obviously false, and I think the letters were properly detained, and ordered their destruction after perusal and inquiry.

This morning, the 9th instant, I have visited the whole of the wards in the male division, and seen all the inmates. The patients in No. 2 ward were excited and noisy, but in the other wards they were quiet, and were all sufficiently tidy in dress. Six patients were in single rooms, 2 from illness (1 suffering from typhoid fever), 3 owing to mental excitement, which rendered their confinement to bed on a very wet morning advisable, and 1 was temporarily secluded owing to the noise he makes at the usual medical visit. One patient was in restraint. I am unable to discover any local cause for the typhoid fever, and as the patient has only recently been admitted it is not improbable that he caught it before admission, and that the earlier symptoms were masked by the mental disturbance.

I advise the use of the day rooms for reading, &c., by quiet patients, especially in No. 2 ward, where it is free from beds. Since the date of my last official visit 20 female patients, under the charge of 2 nurses specially added to the staff for this service, have been removed to the new superintendent's house, which has been so arranged as to give them comfortable dormitory accommodation, and a sitting room for the evening. They take their meals and spend their time during the day in No. 1 ward. Notwithstanding this relief the dormitories in the female division are still much overcrowded, and in my opinion their condition now is such as to be prejudicial to both the mental and physical health of the inmates.

April 19th.—I have this day inspected this Institution, passing through all the wards at the time for the ordinary visit with the medical officers, and seeing all the patients except those employed in out-door avocations. I found the patients tidy in dress, and, with the exception of one or two in the admission ward, male division, quiet in demeanour. Although all had an opportunity of speaking to me I heard no complaints, except from a man named T., who complained of his breast bone being broken and his neck injured, and also that he was starved. His condition is one of robust health, and there is nothing wrong with either chest or neck. In the male division 4 patients were in bed from mental or bodily illness, 3 were in temporary seclusion at the medical visit, owing to the noise they make in the ward, and 1 patient (McE) was confined to his room owing to most mischievous habits and constantly denuding himself. As he is not improving I suggested that he should be placed in either a camisole or muffs, and be allowed to take exercise in the yards and recreation ground under special watching. One male patient was in restraint by means of a camisole. In the female division 4 were in bed owing to sickness, and 1 was in restraint by means of muffs at night owing to strong suicidal tendencies and repeated attempts to pull out her tongue. The general health of the patients seemed good, but there is the usual amount of purpura which is not likely to disappear till the overcrowding is lessened. The rooms occupied by patients were in good order and clean. The substitution of paint for whitewash in rooms occupied by dirty patients in the male division has been found quite satisfactory, and I have recommended that the number of painted rooms should be increased in the male division, and that six or eight should be arranged in the female division for those of specially bad habits. In the afternoon I took the opportunity of seeing all the patients engaged in out-door occupations, except those with the gardener: I visited the laundry, kitchen, stores, wood-yards, stables, artisans' shops, and the rooms in No. 6 ward, male division, and found all in good order. The number of patients employed in the laundry appears to be less than usual, and it is advisable to try and increase them. The kitchen was in excellent order, and showed that more attention was paid to its condition than has been the case for a long period. In the stores I examined various articles of provisions, and found all satisfactory except the bread, which was decidedly underbaked, and a portion of which was at once rejected by the Medical Superintendent.

I saw all the patients' letters which had been detained, and destroyed all but one, which it was deemed advisable to send. I examined the statutory books, which are properly kept. The medical journal records two instances of sudden death since my last visit. One (E. K.) died from heart disease, and the other (J. C.) a man who has been upwards of thirty years an inmate, from apoplexy. Inquests were held in both cases, and verdicts of death from natural causes returned. There have also been two escapes; in one the patient was recaptured within two days, and in the other he is still at large. No blame appears to attach to any one as regards these patients, both of whom were quiet and harmless. I notice with great regret the continued increase of patients in the female division, and the very extreme overcrowding which now exists. The numbers as shown at the following dates is evidence of the gradual accumulation of female patients:—

	Male.	Female.	Total.
31 December, 1878	334	323	657
31 December, 1879	328	345	673
22 January, 1880	327	348	675
12 April, 1880	337	356	693

June 17th.—I have this day visited this Institution, and after examining the statutory books I passed through the whole of the wards in the female division. I found the books correctly kept and written up to a recent date. The medical journal shows that no accident has occurred since the date of my last visit, and that there is at this time no case requiring restraint in the hospital. On examining the admission register, I found that on checking it with the papers received on admission, the transfer order from Callan Park in the case of C. B. had not been received. This transfer was made at my request owing to special circumstances, and some delay appears to have occurred in forwarding the papers from the Colonial Secretary's Office. I found the medical certificates in the case of A. B., admitted on the 12th instant, and not yet reported, meagre and insufficient, and at once returned them for amendment under section 13 of the Act. The case books are correctly kept. I saw all the patients in the female wards, and found them in fair average health. Four only were in bed, 1 from paralysis and 1 from lumbago, 1 from old age, and 1 from catarrh. No one was in seclusion or restraint; and the wards were unusually free from noise or excitement. No complaint of any kind was made to me.

The recent change of diet, by which hominy or porridge is added to the usual breakfast, appears to be liked by the patients. At present it is given three or four times a week to each patient in the female division, and is taken by almost all. The dining-room and the dormitories and the yards were in their usual excellent order, and as clean as possible, and the whole division was free from offensive smells. Five single rooms in No. 3 ward have been recently painted, and the nurses report that they are easier to clean. A similar change in the male division is also favourably reported of, and there is no doubt but that the rooms are more speedily cleaned than when whitewashed. I am glad to find that the Medical Superintendent proposes to gradually increase the number of painted rooms in both divisions.

June 19th.—I have this morning, accompanied by the Assistant Medical Officer, visited the whole of the wards in the male division of this Hospital, and seen all the patients except those actively employed. The day rooms and dormitories, and also the yards, were clean and in good order, and the patients generally were in good health, and with two or three exceptions free from excitement. I heard no complaint except of prolonged detention. There was no one in restraint, and the only cases of seclusion were 2 patients who are frequently noisy and create disturbances at the medical visits, so that it is thought advisable to place them in their rooms for a few minutes at these times. Three patients only were in bed, 1 from catarrh, 1 from old age and general break-up, and 1 from mental excitement. The number now unemployed and in the wards seems very large, and I think steps should be taken to induce a greater number to occupy themselves usefully. I visited the dormitories and other rooms in No. 6 ward, and found them clean and in excellent order.

June 24th.—I have this day accompanied the Medical Superintendent on his usual fortnightly inspection of the wards, dormitories, &c. I visited every part of the Hospital, including the attendants and nurses rooms, the bath-rooms, closets, pantries, store-rooms, &c., and found all clean and in good order. The plaster in some of the single rooms in the female division is dropping from the walls, and should be removed and replaced by cement. Additional lavatory accommodation is much required in No. 4 female division, in which the number of patients is now very large. The present lavatory range is quite insufficient, and I think until a fixed range can be obtained it will be advisable to supply to the ward a number of pressed tin or enamelled iron basins, which can be used on a table or forms.

December 16th.—I have this day visited this Institution, and spent the greater part of the day in seeing the patients, and in making an inspection of the dormitories and day rooms, and of the stores, laundry, kitchen, out-buildings, &c. The number of patients is now 701, of whom 343 are males and 358 females. Three females and 1 male are absent on leave, under the provisions of section 82 of the Lunacy Act. The numbers show an increase of 13 men and 11 women since the close of 1879, when the Institution was already greatly overcrowded. At the present time the numbers are 84 males and 114 females in excess of the number for whom there is proper dormitory accommodation. This overcrowding

is painfully evident in every part of the Institution, and taken in connection with a constant influx of new patients, many of whom are in an acute and demonstrative phase of the malady, renders the management extremely difficult, and keeps the wards both day and night in a condition highly prejudicial to the mental health of the patients, and inimical to their mental restoration.

In the male division two or three wards were by no means so quiet and well ordered as is desirable, owing to overcrowding and the presence of a number of cases of acute insanity. I found 1 patient in restraint by a camisole, owing to extremely destructive habits; and 3 were in their rooms—2 owing to excitement in the course of general paralysis, and 1 for epileptic mania. Only 1 patient was in bed from bodily sickness, but a number of feeble patients were in invalid chairs in the hospital ward. In the female division the patients were as a rule free from excitement. No one was in restraint; but 2 were in seclusion, and 3 were in bed from sickness. I heard no complaints, except of detention; and the patients, especially in the female division, were, as a rule, tidy in dress and well looked after. Some improvement in respect to dress is however possible in wards 2 and 3 in the male division.

Since my last visit four additional cases of measles have occurred in the male division, but the patients are now all convalescent, and there is no appearance of a continuance of the epidemic. The rooms occupied by patients were clean and tidy throughout, and the bedding, &c., clean and in good order. In wards 2, 3, and 4 male, the paths in the yards are much in need of re-gravelling; and in the first two of these yards screens are required in front of the closets. Matting in the centre of the associated dormitories is also required to deaden the footsteps of the night attendants, and to add to the comfort and general appearance of the rooms.

The kitchen, laundry, stores, and out-buildings were in excellent order. I saw in the stores various provisions supplied by the contractor, which were all of good quality. In the tailor's shop a larger number of patients than usual were employed, and a large amount of useful work was in progress. I saw all the patients employed in the kitchen, laundry, out-buildings, garden, grounds, &c., and heard no complaints from any of them. I saw and signed the statutory books, which are correctly kept and written up to date. No accidents or unusual occurrences appear to have taken place since my last visit. I saw the papers received with all patients admitted since the last visit of the official visitors, and found them correct."

One case of suicide occurred during the year, and formed the subject of special inquiry. A report on this case was forwarded to you. The jury added a rider to their verdict that no blame was attached to any member of the staff of the Hospital. The Medical Superintendent did not concur in this, and deemed it necessary to dismiss a nurse whose carelessness had, in his opinion, contributed to the fatal result. The only serious accidents during the year were two cases of fractured arm, both in female patients. In one of these the nurse appeared so much to blame that her immediate dismissal was considered necessary. In the other case, after fully reviewing the evidence collected by the Assistant Medical Officer during the absence on leave of the Medical Superintendent, and making further inquiries, I came to the conclusion that the fracture was due to unavoidable accident and that no blame was attached to any one.

A charge of ill-treatment of a patient by one of the attendants involved a lengthened and somewhat difficult inquiry, owing to the patient's delusions and his demented condition, but at its close I addressed a memorandum to the Medical Superintendent recommending the dismissal of the attendant whose conduct had been called in question, and my recommendation was at once acted on.

Two or more of the official visitors (Alfred Roberts, Esq., H. G. Alleyne, Esq., M.D., and W. Owen, Esq., barrister-at-law) have visited the Hospital once in every month at uncertain times, and as a rule without prior notice, and have reported to you after each visit. I have been afforded an opportunity of perusing these reports and find in them nothing calling for special observation. The official visitors have not failed to call attention to the overcrowded condition of the female wards of the Hospital. Both measles and croupelias made their appearance in the Institution during the year, but happily did not spread.

The buildings are as a rule in a fair condition of repair; but, as no vote for alterations and repairs to Institutions for the Insane was taken for the year 1880, it has been impossible to carry out some alterations which are much needed, and some repairs which would cost but little if undertaken at once, but which will increase with each month's neglect, and in time cost a considerable amount. Requisitions for these services have been forwarded but allowed to stand over. Such repairs as are within the capabilities of the carpenter on the staff of the Hospital have been carried out by him with the assistance of patients, and a very large amount of painting has been done.

The new wing of the Hospital which is intended for male patients, and which will afford accommodation for 164, with the attendants and nurses required for their care, was not nearly ready for occupation by the close of the year, although the contract time had been exceeded by some months. During the year I deemed it necessary to forward to you a special report on the delay in the completion of this much needed addition to the Institution, but no steps appear to have been taken to urge the contractor to complete the work. Patients have been occupied during the year in improving the garden and grounds, in cutting fire-wood, in the artisan's shops, the laundry, kitchen, sewing-rooms, and store, and in the ordinary domestic work of the Institution. The following were the numbers usefully occupied on the last day of each quarter:—

	Number of Patients.			Number usefully employed.		
	Male.	Female.	Total.	Male.	Female.	Total.
31 March	331	358	689	127	136	263
30 June	338	359	697	123	135	258
30 September	331	351	682	128	145	273
31 December	335	366	701	133	145	278

Religious services have been held by the Protestant and Roman Catholic chaplains on every Sunday, and on other occasions. I attended the service several times during the year and found the congregation large and attentive. The opportunity of attending service is regarded by a number of the patients as a pleasure, and a privilege, and is of use by inducing habits of quietude, order, and self-control. The room used for Divine Service and other gatherings is now too small for the number of patients, and I very strongly recommend that it should be enlarged so as to accommodate the full number who can be allowed to attend.

The overcrowding which existed in this Institution at the close of last year was increased by the admission of new patients, and on December 31st, 1880, the Hospital contained 76 male and 125 female patients in excess of the number for whom there was proper accommodation. The condition of the female division where the dormitories were crowded with beds was extremely bad. It has taxed the energies of the matron and the staff under her direction in the highest degree, has led to frequent quarrels and disturbances amongst the patients, and been prejudicial to health and inimical to recovery. It is indeed no small matter that

that the patients in the main curative Institution for the Insane in the Colony are not infrequently deprived of sleep by the noisiness and unbearable closeness of the dormitories, and it is saddening to those charged with their care and visitation to see efforts for restoration of intellect and health thwarted by circumstances beyond their control.

HOSPITAL FOR THE INSANE, PARRAMATTA.

The number of patients (free and convict) on the register of this Institution at the close of 1879 was 771, of whom 563 were males and 208 females. The admissions during the year amounted to 79—54 males and 25 females; the re-admissions to 2—1 of each sex; and the numbers transferred from other Institutions were 18 males and 2 females. The total number under care was 872, of whom 636 were males and 236 females. Of this number 25 males and 12 females recovered, 2 males and 1 female were discharged relieved, 1 male and 1 female transferred, 1 male escaped and was not recaptured within the statutory period, and 36 males and 13 females died. The number remaining on December 31st, 1880, was 780—571 males and 209 females, and the average number under care was 744—562 males and 212 females. Three female patients were absent on leave at the close of the year.

The number discharged recovered gives a percentage of 45·67, and those discharged relieved a percentage of 3·70 on the admissions and re-admissions. The deaths give a percentage of 6·33 on the average number resident. The statistics of the hospital are set forth in tables appended to the report of the Medical Superintendent.

Inquests were held in two cases of sudden death from sanguineous apoplexy, and the following accidents occurred during the year:—

T. F.—Fracture of tibia, caused through the patient climbing by means of an iron railing on the roof and thence on to a wall from which he jumped to the ground.

F. K.—Inflicted a penetrating wound on his chest, by means of a pair of scissors, with a suicidal intent. An attendant was seriously to blame in this case, but his prompt confession of his neglect and his previous good conduct induced the Medical Superintendent to allow him to retain his situation. The patient recovered from a very dangerous wound without any serious symptoms.

This Hospital has been inspected by the official visitors, Alfred Roberts, Esq., H. G. Alleyne, Esq., M.D., and William Owen, Esq., barrister-at-law, once in each month. Mr. Owen's place in the latter months of the year being taken by C. J. Manning, Esq., barrister-at-law.

The visitors have made reports to you after each visit, and I have been afforded an opportunity of perusing all of these. Attention is called in several of them to the overcrowded condition of the Hospital, and an opinion expressed that no more patients should for the present be received. In nearly all the reports regret is expressed that no progress was being made in the new buildings for women, the urgent need for which is again and again pointed out.

I have been throughout the year painfully aware of the overcrowded condition of this Hospital, but I have not seen my way to recommend that no more patients should be received, since such a course would only have thrown greater stress on the wards at the other Institutions, especially at Gladesville, where the female division is, so far as overcrowding is concerned, quite as bad as Parramatta.

The stoppage throughout the whole of the year of all the works at the new buildings for women, when the wards were all but ready for occupation, and the only requirements were kitchen, laundry, tanks, fencing, and residences for the laundresses and other servants, is very greatly to be deplored. I have not failed to bring this matter under your notice, and take this opportunity of again recommending that authority may be granted for the completion of the works.

In their report for June the visitors called attention to the very bad condition of some of the buildings in the division for the sick, and describe them as "hovels intensely wretched and unfit for human habitation"; and in July they direct attention to the condition of the main centre building of which the woodwork is rotten throughout, and the floors in a lamentable condition of disrepair.

The condition of these buildings has been for a long time under consideration, and I have reported that the continued occupation of the centre building is not devoid of danger, but it appears to be impossible to carry out the extensive repairs necessary whilst they are occupied by patients.

On the completion of the new buildings for women it will be possible to move the male patients in these dilapidated buildings to the present female division, and to carry out such repairs and alterations as may be necessary. The minor suggestions of the visitors appear for the most part to have been acted on by the Medical Superintendent.

I visited this Institution on January 8th and 19th, February 12th and 19th, March 5th and 16th, April 6th and 20th, June 22nd and 25th, July 14th, August 11th, September 7th, October 7th and 14th, and December 21st and 22nd, and the following are copies of the entries made in the Inspector's book at one visit during each quarter:—

“March 16th.—I have this day visited this Institution, and accompanied the Assistant Medical Officer on the usual morning round to every part, except the weatherboard building, seeing all the patients in the wards, and visiting nearly all the dormitories and day rooms. The patients were much more quiet than usual, and I noted a very decided improvement in their dress, which, in every yard, was more tidy, and showed increased care on the part of the attendants. I heard no complaint, except of detention. One male and 3 females were in restraint, and in each case I considered this treatment to be necessary. In the criminal division progress has been made in planting the yard and painting and cleaning the rooms and corridors. The large bars on all the doors appear to me quite unnecessary, except for occasional cases, and I recommend that they should all (except half-a-dozen) be removed. At the same time it will be advisable to replace the present useless locks by Monk's locks *en suite* with those in use in other parts of the Institution, and when the doors are re-painted they should be made all of one color, instead of being picked out with black, and their prison character emphasised as at present. I recommend that a commencement be made of turfing and planting the new large yard at the earliest possible time, so as to take advantage of the winter months. The Hospital and adjoining yards are now green, and the improvement is so marked that the other yards cannot be left in their present bare condition. I visited the weatherboard buildings with the Assistant Superintendent, and noted with very great satisfaction the great improvement effected by the new seats and closets, and by the alteration to the room for Divine Service now being decorated. The cricketing oval has been marked out, and the patients are busily at work forming paths, &c., around it. I saw the case books, which are written up to date, and contain entries in accordance with the case-book order, and I saw and signed the statutory books, which are correctly kept.

The rooms occupied by patients both in the male and female division were clean and in good order. The attendants were tidy in dress, and those in charge appeared to know the patients entrusted to them thoroughly well.

The Medical Superintendent is now absent on leave, and the charge of the hospital rests with the Assistant Medical Officer. The Visiting Medical Officer has, however, been requested to visit the Hospital daily, during Dr. Taylor's absence.

June

June 22nd and 25th.—I paid visits of inspection to this Institution on both of the above days. On the 22nd instant the number of patients was as follows :—

	Male.	Female.	Total.
Free and Convict	553	203	756
Criminal	48	6	54
	601	209	810

In addition to this, 4 female patients were absent on leave, though still on the books of the Hospital. The free and convict patients in the Institution have decreased by 10 males and 5 females, and the criminals by 3 males since the close of 1879. I went through all the wards both in the male and female divisions at the time of the usual medical visit, and saw all the patients except those employed in the garden and grounds, the laundry, kitchen, stores, and other places. The patients as a rule were free from excitement, and I heard no complaints except of detention in Hospital. The general health seemed unusually good. The freedom from minor ailments is remarkable, and is no doubt due to a great extent to the dietary scheme, to the supply of oranges, now very abundant, and to the liberal amount of fresh vegetables supplied from the garden. The addition to the dietary of hominy or porridge for breakfast during the winter months appears to be appreciated, and I find that it is taken by a majority of the patients. There were 8 patients in bed in the male and none in the female division. There was only 1 patient (N.) in the male division, and 1 in the female (McK.) in restraint, both by means of muffs. One male patient was in his room owing to the noise and disturbance he causes at the medical visit, and 6 female and 1 male patient were in the small seclusion yards. The patients in the Hospital yard were tidy in dress, and appeared to me particularly well cared for, the attendants in this division being more than usually careful and attentive. The rooms throughout were clean and in fair order. Their appearance will be improved by some attention to the bed and pillow-ticks and the pillow-cases which at present are not well-made, whilst many are old and torn. I learn on inquiry that progress is being made in the manufacture of new ticks and cases. I advise the introduction into the weatherboard dormitories of earth closets instead of the present night tubs. These are now in all but universal use at Gladesville, and the wards are much sweeter than formerly, whilst the floor is less soaked with urine. The condition of the walls, floors, and ceilings in the main centre building is becoming very bad indeed, the joists and flooring-boards are rotten, the water used in cleaning and the urine soak to the ceilings below and cause them to fall, and the plaster is dropping off the walls in many places. Requisitions for the repair of these floors were forwarded a long time ago, and I recommend that an urgent letter should be addressed to the Colonial Secretary on this subject. Unless something is done serious accidents will occur. The main range in the female division is, if possible, more gloomy and disheartening than ever, but every effort is made to keep it clean and free from offensive smells. Progress is being made in breaking-up, turfing, and planting the yards in the male division, and the results already obtained are so satisfactory as to encourage the officers to continue the work until all the yards are grassed and planted. The absence of warm water in the bath-room in No. 3 yard, and the defective supply in the criminal division, were brought under my notice. It is impossible to ensure due cleanliness in insane persons without a supply of warm water at all seasons, and I think steps should be taken at whatever cost to supply a sufficient amount of hot water to the bath-room of both No. 3 yard and the criminal division. The arrangements for emptying the straw in the soiled beds and refilling them might, I think, be altered with advantage. At present these beds stand for a great part of the day in an unsightly row at the back of the Hospital. I think a straw-house and straw-yard should be provided in the situation where the beds are now placed, that such of the straw as is wet should be emptied into the yard, and the remainder, with fresh straw from the straw-house, placed in clean ticks and at once taken back to the wards. This should be done by the night attendant in both divisions before going off duty. The straw-yard could be emptied once a fortnight or oftener if the carts could be spared.

I saw the meat, bread, cheese, sugar, rum, beer, and other articles of provisions, all of which were thoroughly good. The stores are very small and overcrowded, and it is on this account, as I gather from the Assistant Superintendent, that a larger stock of soap is not kept. If store room can be found, it is most advisable that a four or even six months' supply of soap should always be kept on hand, as it is found to be much more economical to use it when thoroughly dry than in its fresh state as supplied by the contractors. I examined and signed the statutory books, and saw the papers received with all cases admitted since the last visit of the official visitors. I went to the farm where the new gardener's house is in progress and where several improvements have been recently carried out. The pig-styes have been enlarged, repaired, and much better arranged; greater care is apparent in the cultivation of the farm, and the fences are in better order. Some difficulty with the trustees of the Parramatta Park has prevented the renewal of the boundary fence as was arranged.

August 11th.—I have this day visited this Institution and passed through all the wards, seeing the patients with the Assistant Medical Officer at the time of the usual medical visit. With a few exceptions they were quiet and orderly, and I heard no complaints except such as were obviously due to delusions. There appears to be a general improvement in their dress which is neater and more tidy, and the general health is fairly good. The number in bed in the male division was 12. In the female division, though there are a number of feeble patients, not one was in bed at my visit. As there are always a few sick in the weatherboard division, I consider that it would be advisable to somewhat reduce the number of beds in one of the rooms, to procure a press for medicines and medical comforts, to purchase a few pictures, to give the room a cheerful appearance by means of minor accessories than it at present possesses, and to set it apart for hospital and feeble patients—not to supplant but as an addition to the present Hospital. I am of opinion also that it is desirable to place large earthenware jars and drinking cups in the associated dormitories at night so that the patients can help themselves to water. The water-cans or buckets now supplied have not a pleasant or cleanly appearance, and the earthenware vessels now in use at Callan Park and Gladesville are much preferable. In the green yard an extension of the present shed, one side of which could be boarded in and fitted with a fireplace, is clearly desirable, and the alteration is, I am glad to learn, under consideration by the Medical Superintendent.

The alterations to the inner yard of the criminal division are now nearly complete, but various minor improvements are still in progress, and I am glad to learn that the laying out of the outer yard is about to be commenced. The dangerous iron skirtings in this division have now all been removed, and the corridors are being painted; the iron bars from the doors are being removed and new locks substituted for the old and useless ones. The patients in the criminal division, 55 in number, were very quiet; 1 was in the small seclusion yard, 2 in their rooms owing to sickness, and 1 temporarily in seclusion in his room owing to the disturbance he creates at the medical visit. One criminal patient, whose warrant is addressed to the criminal division (J. D.), was in hospital. I have before expressed an opinion that a special report should be made for the information of the Colonial Secretary in every case in which a patient, whose warrant is addressed to the criminal division, is removed therefrom; and in cases serving sentence, and considered demented and not dangerous, action should be taken under section 62. In the non-criminal division I found only 1 man in restraint (by gloves) to prevent injury and interference with a wound in the scalp. In this division 3 patients were in their rooms, owing to mental excitement necessitating such treatment. The female division was quiet and the patients evidently well cared for. The number now is 213, so that there has been no increase in number since the commencement of the year. Four patients were in the small seclusion yards, but no one secluded in the rooms. One patient was in muffs, owing to sudden aggressive tendencies. I was very glad to notice an increase in the number in those engaged in sewing. The nurses' dining-room is now used as an additional workroom, and was, at my visit, occupied by 8 patients, all busy and apparently interested in their work. A baby has been admitted with a new patient, and steps should, I consider, be taken to send it to the Benevolent Asylum. I saw and signed the statutory books, which are correctly kept. The medical journals are written up to July 29th and August 3rd, respectively. I saw and destroyed two letters written by patients and detained by the Medical Superintendent.

December 21st and 22nd.—I visited this Institution on both these days, on the former seeing all the patients in the main division, and on the latter those in the weatherboard, and on both examining a number of the rooms occupied by patients as dormitories, day rooms, &c. I took some trouble to see and speak to every one of the criminal patients and to mark the name off on my list. I found that all except 10 of the criminal patients were in the criminal division, and that in the case of all those who are in the other parts of the Institution, the warrants for detention are not addressed to this division, and the patients are quiet and harmless, and for the most part have been for some years in the Institution. In addition to these there are 3 other patients whose sentence is unexpired but who, having been certified to be demented and not dangerous, have been removed in due legal course from the criminal division under section 62 of the Lunacy Act. The male patients as a rule were fairly quiet in demeanour and reasonably tidy in dress, and with one exception I heard no complaints. In this case a man (T.) complained that his ribs were broken. It appeared that the Medical Superintendent

tendent had made full inquiry into the matter and found that this patient had been violent and engaged in a struggle with two attendants, but that no blame attached to these, and further that it was impossible on repeated examination by the Medical Superintendent and Assistant Medical Officer to detect any fracture or bruising. I found no male patients in restraint, but 4 were in seclusion; 1 in the small separate yard and 3 in their rooms. Two of the latter were only placed in for a few minutes at the time of the medical visit, owing to the noise they caused at that time. Whilst on the subject of seclusion, I think it necessary to recommend that the small separate yards for this purpose, in the criminal division, should be altered by the removal of the present heavy iron gratings and doors, which are offensive and out of place in an institution of this character, and the substitution of wooden doors and screens, with proper openings, to admit of the necessary supervision at times by the attendants. The general health of the inmates was fairly good, and the number in hospital small—4 only being in bed. In the female division the patients were quiet, comfortably dressed, and apparently well-cared for. There was only 1 in bed; but the number of aged and feeble patients is very large. Two patients were in restraint by muffs for reasons which appeared quite sufficient. Five were in seclusion in the small yards, and objectionable as these in many respects are, they afford the only present means of separating violent and aggressive patients from those to whom they would do injury. The number occupied in the sewing-room has more than doubled during the last few months, owing almost entirely to the use of the new room (designed and used as a nurses' dining-room) as a sewing-room instead of the old, gloomy, and confined apartment which was formerly the only room which could be devoted to this purpose. The present room is now quite full, and there is no doubt but that a still larger number would employ themselves in sewing if a larger and more cheerful room were provided. In the hope, however, of the occupation of the new female department, in which large sewing-rooms are provided, before the close of another year, it has not been deemed right to take any steps to increase the accommodation at present available in the old female quarters.

The dormitories and other rooms throughout the Institution were fairly clean, and it is evident in the criminal and hospital yards, and in the new range of buildings, that the attendants take a commendable pride in the order and management of the rooms under their care. With the old buildings, however, and especially those in the centre block, with floors, ceilings, and walls in a painful condition of disrepair, it is also evident that the state re-acts unfavourably on those in immediate charge of them, and that attempts at thorough cleanliness and order appear a hopeless task. In the weather-board buildings the bedsteads are greatly in need of repainting, and the bedding is not in as good order as is desirable. In this division it does not appear that the separation into two separate yards, each senior attendant having separate and entire charge of his own patients, is as complete as it might be. I think a complete division, except when the patients are in the recreation ground, to be extremely necessary, since no one senior attendant can be responsible for the due care of the number of patients now in this division. I have recommended to the Medical Superintendent the employment of a number of the patients, especially in the criminal yard and in No. 3, in teasing horsehair so as to fill pillows and beds. The horsehair for these has been in the hospital store for some time, and patients who are unfit for and unwilling to do other work might be usefully occupied at this light and safe employment.

The number of patients on the book was—

	Male.	Female.	Total.
Convict and Free	572	207	779
Criminal	51	6	57
Total	623	213	836

Of these, 2 females were absent on trial under section 82.

It appears from the daily reports that the number attending Divine Service has increased, and on the 12th instant 149 male and 51 female attended. The number of wet and dirty patients shown on night report is females 5 wet and 5 dirty, and male 10 wet and 3 dirty. These numbers appear to represent about the average, and point to a considerable improvement in this respect.

The new boiler house for supplying hot water to the bath-rooms in two yards is at last in progress, but a long list of requisitions on the Colonial Architect's Department are still uncomplished with. The delay in the supply of furniture, and in carrying out alterations in the buildings, prevents some much needed alterations in the management of the Institution, especially in the arrangement for patients' meals.

I regret to find that the works in connection with the new division for female patients so urgently required are still at a standstill."

On one of my visits the Medical Superintendent brought under my notice some of the evils resulting from a money allowance made to certain patients who assist in the work of the Institution. This practice, which has been in operation for many years, and is a relique of the old convict and invalid establishment, is calculated to lead to breaches of the discipline of the Hospital, and I advise that these allowances should be permitted to cease gradually, and that careful inquiries should be made as to the sums possessed by these patients (some of whom, it is believed, have accumulated a considerable amount) with a view of placing these in the Savings Bank in their individual names.

On several of my visits stores, supplied from the Government Store Department, and manufactured in the gaols, were submitted for my inspection, and were found to be most inferior in quality, and quite unfit for use in an institution of this character. The tinware was especially bad, and some boots (made at Berrima Gaol) and shirts which I saw on April 20th were badly cut, badly sewn, and altogether most unsatisfactory. Such articles would not be received from a contractor, and they are charged for as a rule in excess of contract price, with the result of greatly and unfairly increasing the cost for stores in the Lunacy Department. The artisans on the staff of the Institution have, with the assistance of patients, carried out numerous minor alterations and repairs, but the absence of any vote on the Estimate for Public Works for 1880, for repairs to Hospitals for the Insane, together with the overcrowding, has prevented the execution of some much needed and extensive repairs to the buildings, a number of which are still in a most unsatisfactory condition. The existence of these ruinous buildings, and the absence of some of the essential requirements of an institution of this character, have seriously interfered with the good order and management of the Hospital, but in spite of these drawbacks very considerable improvements have been made during the year.

The completion of the new division for female patients will render further improvements, still much needed, possible.

HOSPITAL FOR THE CRIMINAL INSANE, PARRAMATTA.

There were 51 male and 6 female patients in this Institution on December 31st, 1879, and 21 males and 2 females were admitted during the year, making 72 males and 8 females, a total of 80 under care. Of these 4 recovered, 13 were transferred to the Hospital for the Insane at Parramatta on expiry of sentence or change of status, and 4 died. The number remaining on December 31st, 1880, was 53 male and 6 female, and the average daily number resident was 53.

The percentage of recoveries was 17.39 on the admissions, and that of deaths 7.54 on the average number resident. A number of the cases transferred to the Free division had been considerably benefited by Hospital treatment. Among the cases transferred were 4 under section 62 of the Lunacy Act, the patients

patients having become demented and no longer dangerous, and 2 who were awaiting trial, on the Attorney General declining to prosecute. In the remaining cases the sentences had expired. The following was the classification of the patients on December 31st, 1880:—

	Male.	Female.	Total.
Awaiting trial.....	14	...	14
Found insane on arraignment.....	2	...	2
Detained during the Governor's pleasure.....	22	5	27
Serving sentence.....	15	1	16
Total.....	53	6	59

A very great improvement has been effected in this Institution during the year. The corridors and verandahs have been painted in cheerful colours, the heavy iron bars have been removed, the old worn-out and cumbrous locks have been replaced by new locks similar to those in use in other institutions for the insane, the windows have been re-arranged so as to allow of freer ventilation. The dangerous iron skirting have been replaced by cement, and the yards have been laid out, turfed, and planted. These alterations have for the most part been carried out by the patients under the direction of the artisans and attendants of the Hospital, and have been accompanied by a marked improvement in the conduct of the patients, who have shown themselves responsive to their altered surroundings, and have taken an interest in, and benefited by, the occupation which the carrying out of these changes has afforded them.

HOSPITAL FOR THE INSANE, CALLAN PARK.

The number of patients in this Institution on December 31st, 1879, was 107, all males. The number admitted for the first time was 52, and the number re-admitted, 2. The transfers from other institutions were 5. The total number under care was 166, and the average daily number resident, 120. Eighteen patients—a percentage of 33·33 on the average number resident—recovered, and 2 were discharged relieved, 5 were transferred, and 12 died. The number remaining on December 31st, 1880, was 129. The deaths give the somewhat high percentage of 10·00 on the average number resident, and occurred for the most part in elderly men, of whom there was an unusually large proportion in the Hospital. Five of these were due to cerebral, 2 to thoracic, 2 to abdominal disease, and 3 to general debility and old age.

The statistics of the Institution are given in tables appended to the report of the Medical Superintendent.

I visited this Institution on January 23rd, March 9th, 25th, and 30th, April 8th, May 13th and 29th, June 9th and 28th, August 2nd and 5th, September 4th and 18th, October 12th, and December 12th and 17th, and on each occasion recorded the result of my visits in the Inspector's book.

The following are copies of the notes made at one of my inspections in each quarter:—

“March 9th.—I have this day visited this Hospital, and passed through all the wards and dormitories, seeing all the patients, except those employed in the garden. The number is now 113, and there have been 9 admissions, 2 discharges, and 3 deaths since my last visit of inspection. I saw, and examined particularly, all those recently admitted, and examined the papers sent with them, finding all in order. The general health of the patients was good, and they were free both from excitement and complaint, and sufficiently tidy in dress. The yards are improving in appearance, and a commencement has been made at stencilling and decorating the large dining-room. The kitchen and laundry-yard have been much improved by colouring the walls of an uniform tint, and the out buildings all look much better owing to being whitewashed inside. These yards require planting with creepers and flowers. I examined the statutory books and case books, and found all written up to date. The Medical Journal does not record any accident, and the amount of seclusion and restraint has been small. No one was secluded or in restraint at the time of my visit.

June 28th.—I have this day visited this Institution, and seen all the patients, speaking to each, and marking off each name from my list. The number now is 122. No increase from the number on May 12th. The general health is satisfactory, and 3 only were in bed—1 from general paralysis, 1 from epileptic excitement, and the third from old standing bladder disease. No one was in seclusion or restraint, and the Medical Journal shows that the latter is resorted to only on rare occasions and for a short period, and the former in few instances and chiefly for epileptic excitement. I heard no complaints, and there was a complete freedom from noise and excitement. Several of the patients are progressing most satisfactorily, and I signed the necessary discharge papers in two instances. The patients' dress was decidedly more tidy than at former visits, and by constant attention to this point I am sure that still further improvement in this respect will be made. I noticed that the attendants were either in old uniform or plain clothes, due to the failure of the contractors to supply requisitions made as long ago as February last. Special complaints on this subject have been made to the Treasury. The dormitories and day rooms were clean and in good order, and improvements are still in progress in the yards. I think some trees might be planted in No. 2, and that the grass will be better preserved if posts and chains are placed at some of the angles. A large number of the patients (30) continue to be actively employed in the garden and grounds, and a fair number (20) are usefully occupied in the kitchen, laundry, carpenters' shop, &c. The number attending Divine Service on Sunday last was 74, a very fair proportion. The amusement of the patients is promoted in every way by rounders and other games at the Hospital, by visits to Sydney to the circus and other places, and by visits to the associated amusements at Gladesville, as well as by trips in the launch. A dramatic and miscellaneous performance given by a number of ladies and gentlemen at the Hospital during the past week was a great success, and a band performance last Saturday was much appreciated. The night reports show that the average number of wet and dirty patients is not more than 3. The offices, kitchen, and laundry were clean and in good order. The tar paving in the yards is becoming very rough in places, and I strongly recommend that a fresh surface should be applied whenever required. The Superintendent reports that the contractor is somewhat troublesome as to delivery of articles, but that they are as a rule of good quality. The full supply of milk required for rations and extras is obtained from the cows belonging to the Institution, three new ones having recently been purchased. On the whole, the condition of the Institution is very satisfactory.

September 4th.—I have repeatedly during the past ten days visited various parts of this Hospital, and to-day, accompanied by the Medical Superintendent, I have passed through all the wards and seen all the patients therein, and also all those employed in the gardens, grounds, workshops, and offices. The total number is now 121, and there has been no admission since the date of my visit on August 5th. I found the patients quiet and remarkably free from excitement or complaint. The general health was good, and 1 patient only was in bed, this was D., mentioned in my last report, and who is now suffering from an inflamed burst patella as well as from continued abscesses around the shoulder. The patients were clean and fairly tidy in dress, but it is evident that constant attention to the attendants is necessary to maintain such a standard of tidiness as is desirable. The rooms occupied by patients were clean, and as a rule in good order. I think some improvement might be made in condition of all the dormitories, and especially those upstairs in No. 1 ward. The bedsteads in these were dusty, and the rooms generally showed some want of care. It is desirable that white counterpanes should be furnished for such of these rooms as are occupied entirely by quiet and better class patients, and this would decidedly improve the appearance of some of those upstairs. I would advise the discontinuance, as far as possible, of holystoning the pavement of the entrance hall and verandah, which leads to a large amount of dust in the dormitories

dormitories and elsewhere. The kitchen and laundry were clean and in good order, as was also the provision store in which I saw the provisions supplied by the contractor, all of which seemed equal to sample. My attention was called to a supply of brushware and shirts sent through the Store Department from one of the gaols, which were of a most inferior and unsatisfactory kind, and of which I ordered the return. The articles are all charged at a high rate and will not wear a tithe of the time of articles supplied by contractors. The chief attendant pointed out to me the great need of a slop-sink in No. 2 ward and of a straw-house. The latter was some months ago made the subject of a requisition on the Colonial Architect, and the former I directed to be at once supplied. I saw and signed the statutory books, which are correctly kept. There is not at present, and has not been since my last visit on August 5th, any one in restraint, and the instances of seclusion are few and unfrequent.

December 17th.—I visited this Institution on the 22nd ultimo, when I saw patients recommended for discharge, on the 12th instant when I attended Divine Service at which there was a large and attentive congregation of patients, and to-day when I saw all the patients, and with the Medical Superintendent visited every part of the Institution. The number of patients on the books is 125, and of these none are absent on leave. I saw and spoke to all, and examined into their mental and physical health. The amount of sickness is very small, and only 1 patient suffering from heart disease and epilepsy was in bed. I heard no complaints, and the general appearance of the patients was indicative of the care and attention bestowed on them. The general appearance of their dress was decidedly more tidy than at some former visits, and there was a marked absence of excitement and noise. No one was in seclusion or restraint, and the Medical Journal shews that restraint has only been resorted to during one day, and in the case of 1 patient, since my visit in October, and that seclusion is infrequently ordered, and as a rule only in cases of epileptic excitement. The Medical Journal records 1 fracture of the right clavicle in a patient J. B., and inquiry proved that the occurrence was purely accidental, and was due to a scuffle between two patients in one of the dormitories, during which one of them fell on the edge of a bedstead. From the daily reports it appears that 56 patients are usefully employed, that 83 attend Divine Service, and that only 6 are on an average wet and 2 dirty at night. I visited all the dormitories, day, and dining-rooms, and also the kitchen, stores, laundry, and out-buildings, and found all in good order. The rooms occupied by patients were particularly clean, and showed evidence of increased attention, whilst numerous minor additions and improvements tending to the comfort of the patients have been carried out under the direction of the carpenter on the staff of the Institution, with whom several patients are always actively employed. A large amount of useful work is in progress in the grounds, and the orchard and garden are carefully attended to. The latter has improved considerably during the past few months, and a large and varied supply of vegetables is now obtained from it. I saw the sugar, tea, bread, and other supplies received from the contractor, and found the quality quite satisfactory. Some complaints are, however, made by the Medical Superintendent as to the contractor's negligence in not supplying articles at the times required, and in sending short quantities and so necessitating the purchase of goods at the nearest shops. Advantage is taken of amusements at Gladesville to send patients, and cricket is played almost daily. On Sundays, and at other times, walking parties are arranged within and without the grounds, and every possible opportunity is taken advantage of by the Medical Superintendent to render the daily life of the patients as little monotonous as possible. The employment of a tailor has been recommended with a view to the saving of clothes and other stores, and at the same time making the patients' dress more tidy. I saw and signed the statutory books, and destroyed after examination all letters written by patients and detained by the Medical Superintendent."

The only accident of importance was a fractured clavicle caused by a scuffle between 2 patients whilst dressing in the morning, during which 1 of them fell on the edge of a bedstead.

The buildings, which are for the most part of wood, have been kept in repair by patients under the direction of the artisan and other attendants on the staff of the Institution, and by the same means a very large amount of minor alterations and improvements have been effected.

The religious services have been regularly conducted by the Church of England and the Roman Catholic chaplains, and I am informed that there is invariably a good attendance of patients. On one occasion on which I was present the congregation numbered upwards of 70.

The Medical Superintendent has made great efforts to organise amusements for the patients, and has encouraged cricket, rounders, quoits, and other games. Parties have been sent to the dances and other amusements at Gladesville, and the steam launch placed at the disposal of this Institution on one afternoon in each week has enabled a number of the patients to go for excursions down the harbour.

The erection of the New Hospital has proceeded with considerable activity during the year, but more than one-fourth of the contract time has elapsed, and it is doubtful if one-fourth of the work has been completed. The rapid increase in the number of patients renders it extremely desirable that this building should be finished within the contract time.

Advantage has been taken of the excavations for foundations, &c., to commence the reclamation of one of the bays. The amount which can be reclaimed is over 4 acres, and will form a much needed addition to the garden of the Institution, in a situation which will allow of sewage irrigation.

HOSPITAL FOR THE INSANE, NEWCASTLE.

On December 31st, 1879, the number of inmates was 124 males, 85 females; total 209. Five males and 3 females were admitted direct, and 3 males and 21 females were transferred from Gladesville. The total number under care was 241, of whom 132 were males and 109 females. Of these 2 were discharged to the care of friends, 1 was transferred to Gladesville, and 10 died. The death-rate was 4.60 on the average number resident, and, considering the feeble character of the patients, is extremely small. On December 31st, 1880, the number of inmates was 228, of whom 124 were males and 104 females.

The accommodation was increased by dormitory space for 17 female patients and 2 nurses during the year; the Superintendent having removed to a detached cottage within the Hospital enclosure, formerly occupied by the police magistrate, and his quarters in the buildings having been altered and fitted for patients. It was deemed necessary to transfer patients from Gladesville to fill this additional accommodation, and the Institution was as much overcrowded at the close of 1880 as at the same period of the preceding year. The dormitory accommodation at the close of the year was sufficient for 111 male and 70 female patients, so there were at that time 13 male and 34 female patients in excess of the numbers for whom there was accommodation.

The appended tables give the main statistics for the year, and some interesting details with regard to the patients.

At the close of the year 89 males and 83 females—a total of 172—were imbecile or idiotic, suffering from congenital defect, or an arrest of intellectual development, whilst the remainder were demented, the intellect after development having failed from different forms of brain disease. No less than 30 males and 32 females suffered from epileptic fits, but in several cases in which epilepsy was present on admission it had ceased under care and treatment, but not before it had permanently affected the mental condition. The majority of the patients—143 in number—were under 20 years of age.

The following are stated to be the causes of idiotcy or imbecility :—

	Male.	Female.	Total.
Congenital	49	50	99
Epilepsy.....	20	20	40
Fright.....	1	1	2
Disease of Brain and Hydrocephalus	5	2	7
Falls or Blows on Head in infancy or early life	2	4	6
Fall of mother during pregnancy	2	...	2
Imperfection of bones of skull	1	...	1
Fever .....	...	2	2
Teething.....	1	1	2
Unknown	8	3	11
Total.....	89	83	172

In a number of cases the malady is stated to be hereditary as well as congenital.

The only accidents during the year were two cases of fractured clavicle. In one, the patient, M. C., was pushed whilst coming down stairs by a fellow-patient, and in the other the patient, A. M., fell whilst running and struck his shoulder against the corner of a wall. I inquired into both cases and found that no blame was attached to any one.

The Institution has been quite free during the year from epidemic disease, and though measles were for months prevalent in the city, and several of the attendants' children suffered, no patient was attacked. I attribute this result largely to the care exercised by the Superintendent, and to the excellent sanitary arrangements of the Hospital. In one case a patient was somewhat thoughtlessly forwarded from another Government institution only ten days after recovery from measles, but precautions were taken to isolate him after arrival and to prevent any chance of infection.

I visited the Institution on January 14th and 15th, April 11th and 12th, June 10th and 11th, August 17th, October 28th, and December 30th, and the following are the entries made in the Inspector's book after three of these visits :—

“ April 11th and 12th.—I visited the Institution on both of the above days. On the first I attended Divine Service at which the Church of England chaplain officiated, and which was conducted with all possible decorum. About 60 patients, some of the attendants and nurses, and Mr. Cane and some of his family attended. The general behaviour of the patients was excellent, and the singing very good. Mr. Cane's son presided at the harmonium. In the afternoon Catholic service was held, and about 40 patients attended, so that a total of 100 patients attend Divine Service. On the 12th I thoroughly inspected the Hospital, and took care to see all the patients. At my last visit the numbers were—

	Male.	Female.	Total.
January 15.....	124	84	208
There have since been admitted direct	1	2	3
Total.....	125	86	211
	M.	F.	Total.
Discharged to care of friends	1	1	2
Died.....	3	1	4
Remaining	121	84	205

I specially examined the patients admitted since my last visit, and found all 3 to be fit subjects, and I saw the papers received with them, which were in due order. The deaths were due to chronic disease in feeble constitutions. I found the patients as a rule in fair physical health. There was no one in bed in the female division, and though 10 were in bed in the male, a considerable proportion were suffering from only trifling ailments. The ophthalmia has disappeared, though some weakness remains in one or two cases. Three cases of ringworm are under treatment. I found the patients quiet and happy-looking, and quite free from complaints. Their dress was sufficiently tidy, and that of the working patients, and of the males generally, decidedly better than at my last visit. I was glad to find that about 35 of the patients have now special suits which they wear on Sundays and holidays, and I think this should be extended to all who occupy themselves usefully, and are sufficiently cleanly in habits. There are still some points on which the dress may be improved; the present round cloth caps are unsuited to adults, and the white canvas or ticken dresses should have a waistband, and should be replaced by tweed or serge in all cases where the patients are not very dirty. On examination of the night reports, I find that an average of 15 males and 5 females are wet, and 11 males and 1 female dirty at night. The number of patients usefully employed is 24 males and 17 females. I examined the statutory books, which are correctly kept and written up to date. The Medical Journal records no instance of accident or injury since my last visit, and the amount of seclusion and restraint is small. I found 3 patients (A., S., and M.) in muffs, and 1 (J.) in a canvas dress, and I consider this restraint more or less constantly necessary for the present in all these cases, owing to faulty habits. One patient (A. C.) was in seclusion at my visit owing to epileptic violence. Since admission he has grown into a strong man, and as the paroxysms of violence are increasing in frequency, his removal to Gladsville is desirable. I passed through all the rooms occupied by patients, and found them clean and in order, and I made a special examination of the various out-buildings and offices. The kitchen, laundry, and other offices are much more tidy than at my last visit, and the kitchen apparatus works admirably, and admits of the dietary scheme being fully carried out. The new arrangement, by which there is a special nurse supervising the men and boys at the laundry, is working well. In the dormitories I noticed that the majority of the bedsteads require repainting, and this work should be undertaken at the earliest possible time by the carpenter and attendants. I examined the meat, bread, sugar, tea, coffee, vegetables, flour, arrowroot, cheese, and other provisions, all of which were good and equal to sample, and saw all the patients at dinner, which was well cooked and tidily served. Some

Some improvement in the arrangements are, however, desirable in the male division. The quantity of minced meat might be increased with advantage, and on this and on various minor points I consulted with the Superintendent. Various improvements are in progress in the garden and grounds. Since my last visit additional lavatory accommodation has been provided by the carpenter, and various works are in progress under the direction of the Colonial Architect. These include a verandah to closets, male division, additional drying posts in the laundry yard, repairs, &c., to new Superintendent's residence. There are, however, still some long outstanding requisitions, and among them one for repairs to verandah floor, asked for so long ago as May, 1878, is still unattended to, and the condition of this is really becoming dangerous. The water supply has been sufficient in quantity during the summer, but a large part of it was drawn from the well in the female division, which contains a large admixture of iron, and is somewhat turbid, though probably not unwholesome. The drying room at the laundry is most unsatisfactory, and some new arrangement of the flues is necessary. It has never worked well, and recently the fire came up through the plates on the floor and burned a quantity of linen. It is absolutely necessary that this should be put in order before the winter. I examined the departmental books, which are correctly kept. The visits of the medical officer and the chaplains are paid with regularity and sufficient frequency. The female division is much overcrowded, but some relief will be afforded as soon as the Superintendent can vacate his present quarters.

August 17th.—I have this day visited and inspected every part of this Institution, seeing the whole of the patients, and speaking to the greater part of them. At my last visit the numbers were—

	Male.	Female.	Total.	
There have been since admitted.....	123	84	207	
.....	...	21	21	from Gladesville
And	1	...	1	has died
Leaving.....	122	105	227	

I saw all the patients admitted from Gladesville, specially, and found that all were contented, and, with one or two exceptions, had improved in general health. The female division was clean and in good order, and some alterations have been made since my last visit. The rooms formerly occupied by the Superintendent have been arranged for 21 female patients and 2 nurses, and been fitted with the necessary lavatories, partitions, &c. The dormitories are very comfortable, but there is a want of day accommodation, and I have arranged with the Superintendent to erect a sun shed in the front garden to serve as an adjunct to the verandah and give the additional space necessary. The Superintendent proposes to set apart a room in the out-buildings, now unoccupied, for contagious diseases, and I think the proposal a good one. It should be arranged and kept always ready, and it will be advisable to place all patients admitted direct, in it for some days after admission, until they are found to be free from contagious disorder. I found the patients in the female division clean, tidy, and well cared for. Two only were in bed. No one was in restraint or seclusion, but the muffs are used in one case at night to prevent destructive habits. The male division was in good order, and various improvements have been carried out since my last visit. The upper verandah floor, which has been for such a long period out of repair, has been relaid through the Colonial Architect's Department, and a tar floor and seats have been placed in the recreation shed. The yards at the back have been levelled and properly laid out, and after a few showers will be covered with grass. The patients in this division were clean, and some improvement is apparent in their dress. It is, however, still too monotonous, and I strongly advise further attention to this. Colonial tweed clothing should be used for all cleanly patients. I found 9 patients in bed chiefly suffering from minor ailments, but there were two cases of ophthalmia, and all possible care should be taken to prevent this spreading. Two patients were in muffs at the time of my visit, and in both cases I considered this treatment necessary.

I saw and signed the statutory books, which are correctly kept, and examined the departmental records as usual. I saw the Official Visiting book, and ascertained that the visits of the Medical Officer and chaplains are paid with due frequency and regularity. On last Sunday it appears that 118 patients attended Divine Service. The provisions supplied by the contractor appear of good quality, and I saw an excellent dinner of meat pie served with order and care to the patients. The Superintendent complains with reason that the brushware and other articles supplied from the gaols through the Store Department are very inferior in quality. I saw some of the brushware, which was most inferior and really useless. The kitchen and out-buildings were in good order, and the kitchen range works most satisfactorily. The laundry arrangements are as yet in some respects unsatisfactory; the drying room is now quite useless, owing to the plates being burnt, and the fire from the furnace coming through the floor. Requisitions for repair of this are unattended to, and it will no doubt be advisable to utilise the waste steam from the kitchen for heating this room instead of the furnace. On the whole my visit has been a source of pleasure. It is evident that care and attention are paid to details of management, and that the Institution is progressing.

December 30th.—I have this day paid a lengthened visit to this Institution, and, after seeing all the patients, I visited the day and dining rooms, and dormitories, and also the kitchen, laundry, and other out-buildings. I saw, spoke to, and inquired into the mental and bodily condition of each patient, taking especial care to see each one individually. They appeared as a rule in excellent health, and very happy and contented. There are two or three cases of ringworm, and about the same of mild ophthalmia, all of which are under treatment by the Medical Officer. No one was in bed in the female division, and only 6 in the male, the maladies from which they were suffering being due to their feeble mental, and general condition. Although both measles and scarlet fever have been very prevalent in the city and district, and even among the families of married attendants, these affections have not appeared in the Institution. No female patient was in restraint, but 3 males are kept more or less constantly in gloves owing to bad or destructive habits. No one was in seclusion, and it appears from the Medical Journal that this is rarely found necessary in the male division. I found a youth (A. M.) with a fractured clavicle, and his own account of the accident, corroborated by that of the attendants, showed that it was due to an unavoidable accident which happened three days ago. The dress of the patients was sufficiently tidy, and the females as usual seemed especially well-cared for, and attended to in this and in other respects. I found the dormitories and day rooms clean and in good order, and the mattresses and bedclothing sufficient and clean. A large number of the bedsteads require repainting, and as soon as a fresh supply is received from England, which will be in a few weeks, I advise that a commencement to repaint and varnish the old ones should be made—work which can be carried out by degrees, and by the labour of patients and attendants. The laundry, kitchen, and other buildings were in good order, but in the laundry and in other parts of the Institution the woodwork and other parts require repainting. Some minor alterations to pipings, cisterns, tanks, &c., are much needed, and the new lavatory ranges in the female division are temporarily useless owing to the discharge pipes, which are much too small, being choked. Requisitions for these services have been furnished to the Colonial Architect's Office. A number of matters—some of importance—such as the alterations to the drying room, and the renewal of the gas mains, have been made the subject of requisition and correspondence, but are as yet unattended to, and furniture for the Matron's Office and attendants' rooms, asked for some months ago, is still unsupplied. The number of patients at my last visit was, male, 123; female, 104; total, 227. Two males have been admitted, and 1 has died since, leaving 124 male and 104 female now in Hospital. Of these, 28 male and 27 female are usefully employed. From the night report it appears that an average of 13 males and 6 females are wet, and 6 males and 3 females dirty at nights, a number smaller than formerly, and creditably small considering the class of patients. I saw the meat, potatoes, sugar, butter, oatmeal, and other articles of provisions supplied by the contractor, and found all of excellent quality. The Superintendent reports that the milk lately supplied has been of very poor quality, and by no means up to the lactometer standard. I have advised the rejection of all future supplies which are not of proper quality, and the temporary use of preserved milk in place of it. I saw and signed the statutory books, and spent some time in examining the store and provision registers and other departmental records. The papers received with the 2 patients admitted since my last visit are correct in form. The particulars of the cases have been duly entered in the case books."

TABLE 11.

SHOWING the Admissions, Re-admissions, Discharges, and Deaths in the Hospital for the Insane, Newcastle, during the Year 1880.

	Male.	Female.	Total.
In Hospital on 31st December	124	85	209
Admitted for the first time during the year	5	3	8
Re-admitted during the year	3	21	24
Transferred during the year			
Total under care during the year	132	109	241
Discharged or removed—			
Recovered	1	1	2
Relieved	1		1
Transferred			
Escaped (and not recaptured)	6	4	10
Died			
Total discharged or died during the year	8	5	13
Remaining	124	104	228
Average number resident during the year	123	94	217

TABLE 12.

SHOWING the Admissions, Discharges, and Deaths, with the mean Annual Mortality, and the proportion of Recoveries, &c. per cent., at the Hospital for the Insane, Newcastle, during the Years 1871 to 1880 inclusive.

Year.	Admitted.			Transferred from other Hospitals &c.	Discharged.			Transferred to other Hospitals, &c.	Escaped and not recaptured within 28 days.	Died.	Remaining in Hospital 31 December in each year.	Average number resident.	Percentage of recoveries on admissions and re-admissions.			Percentage of Patients relieved on admissions and re-admissions.			Percentage of Deaths on the average number resident.																
	Admitted for the first time.		Re-admitted.		Re-covered.		Re-lieved.						M.		F.		Total.		M.		F.		Total.												
	M.	F.	Total.		M.	F.	Total.						M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.											
1871				88	25	113				1																									
1872				82	11	43			1	1	18	3	21	101	33	134	91	27	118			19	76	11	11	17	79								
1873	Totals admitted			11	1	12					12	2	14	100	32	132	100	82	182			12	00	6	25	10	66								
1874				26	18	44	2	2			9	1	10	115	40	164	108	34	142			8	33	2	94	7	04								
1875				25	9	34	2	2	2	1	1	2	16	4	20	121	53	174	116	48	164			13	79	8	33	12	10						
1876	7	1	8	11	10	21	1	1	2	2	2	2	14	2	16	122	60	182	110	50	175	14	28	12	50	28	57	25	00	11	76	3	57	9	14
1877	1	3	4	1	14	7	21			2	2		7	3	10	129	67	190	127	60	187			5	52	5	00	5	00	5	34				
1878	3	1	4	6	13	19			1	1	2	2	10	3	13	121	76	197	127	72	199			11	11	4	34	12	59	4	16	9	55		
1879	5	1	6	12	11	23			3	1	4		10	2	12	124	85	209	121	70	200			60	00	100	00	66	66	8	26	2	53	6	00
1880	5	3	8	3	21	24			1	1	2	1	6	4	10	124	104	228	123	94	217			20	00	33	33	15	00	4	87	4	25	4	60

TABLE 13.

SHOWING the causes of Death in the Hospital for the Insane, Newcastle, during the Year 1880.

	Male.	Female.	Total.
CEREBRAL DISEASE—			
Apoplexy and Paralysis	1		1
Epilepsy and Convulsions		1	1
General Paralysis			
Maniacal and Melancholic Exhaustion and Decay			
Inflammation and other Diseases of the Brain, Softening, Tumour, &c.		1	1
THORACIC DISEASE—			
Inflammation of Lungs, Pleura, and Bronchi			
Pulmonary Consumption			
Disease of Heart and Blood-Vessels			
ABDOMINAL DISEASE—			
Inflammation and Ulceration of Stomach, Intestines, and Peritoneum	1	2	3
Dysentery and Diarrhoea	1		1
Albuminuria			
Disease of Bladder and Prostate			
Disease of Liver			
Erysipelas	1		1
Typhoid Fever			
General Debility and Old Age	2		2
Accident			
Suicide			

TEMPORARY HOSPITAL FOR THE INSANE, COOMA.

The number of patients in this Hospital at the close of 1879 was 57, all males. Three patients were admitted direct, and 7 were transferred from Gladesville, making a total of 67 under care. Of these 1, an aged and feeble man, was transferred to Gladesville, and 2 died, leaving 64 on December 31st, 1880. The death rate was lower than at any other Institution. The causes of death were epilepsy in one case and pulmonary consumption in the other. I paid a visit of inspection to this Institution on April 27th and 28th, and November 8th, 9th, and 10th, and on both occasions found it clean and in good order.

The following are copies of the entries made in the Inspector's book at each visit :—

"April 28th.—I have yesterday and to-day inspected this Institution and seen all the patients, speaking to everyone, and marking off each from my list so as to be sure I missed no one. I found the patients quiet and orderly in conduct, tidy in dress, and having the general appearance of being well-cared for. Two or three look somewhat thinner than usual, but the general health is good. One man (H.) was so extremely pallid that, although he did not complain, I deemed it necessary to examine him specially. I found him fairly nourished, and free from all physical signs of lung mischief, and his pallor is no doubt due in great part to a habit of hiding away in corners and covering his face up with his hat. I heard no complaint, except such as were manifestly due to delusion, except in one case where a patient complained of several being bathed in the same water. On inquiry I find that never more than 2 patients are bathed in the same water, and this only when water is scarce. I have suggested an arrangement by which even this may be avoided, and fresh water, even when scarce, given to each patient. When plentiful it will, of course, be a rule to use the ordinary baths in the ordinary way for each patient. I went through the dormitories, saw all the single rooms, the dining-rooms, kitchen, store, laundry, and out-buildings, and found all as thoroughly clean and tidy as could be wished. A great improvement has been made by laying out and planting borders in various corners and other places, and these, now bright with flowers, serve to relieve very much the sombre character of the buildings. I examined the bread, meat, tea, sugar, cheese, butter, and other articles of provisions which, with one exception (the rum), seemed thoroughly good. The Superintendent reports favourably of the supplies furnished by the new contractor. I saw the arrangements for dinner, which consisted of meat-pie, well cooked, and properly served. The additional dining-tables asked for some time since have been supplied, but the table space is still scanty, and there is no room for more. I have suggested that 6 or 8 of the more quiet and useful patients should dine in the kitchen, at a separate table, after assisting the attendants to serve the others. The drinking mugs which I before suggested should be placed on the table have not yet been supplied. On an examination on the day and night reports I find that the patients are as a rule quiet and well-conducted by day, that there is little noise at night, and that there is an average of only 1 or 2 wet beds and seldom 1 dirty. The number usefully employed is now 28, and the number attending Divine Service 20. I think the latter might be increased by a little persuasion and care. The number now in the Hospital is 65. Two have been discharged, 1 has died, 1 admitted direct, and 7 sent from Gladesville since my last visit. I saw the papers received with all admitted, and find them correct. I examined and signed the statutory books which are correctly kept and written up to date. The Medical Journal shows that seclusion is not often resorted to, and that restraint has only been employed in the case of 2 patients since my last visit. In one of these the patient (W.) is prone to frequent, sudden, and dangerous attacks of aggression due to delusion. In the other (T.) the patient is so extremely destructive that he requires the exclusive care of an attendant when not in restraint to prevent him tearing his clothes, denuding himself, and getting into trouble by tearing the clothes of other patients. In this instance the muffs have been used for some time and almost continuously, and I have suggested to the Superintendent to dispose with them as much as possible, and to try a course of medical treatment. I saw the letters written by patients and detained by the Superintendent, and ordered all to be destroyed. The departmental books are correctly kept, and the chaplains and Medical Officers appear to have visited the Institution with commendable regularity and frequency. The supply of clothing is running short, and requisitions dated February 24th are as yet unattended to. I have to-day written to the Superintendent of Stores requesting that blankets, shirts, under-shirts, and thick winter coats, &c., may be sent as speedily as possible.

Requisitions for iron tanks, and blacksmiths' and carpenters' shops made on the Colonial Architects Department some time ago are as yet unattended to, and the plan of the Hospital required by Section 77 of the Act has not yet been supplied. The garden in front of the Institution bears evidence of assiduous care and attention, and the flower beds and borders inside are admirably kept. I strongly advise that all patients who can be safely trusted should not be confined to the small yard; but should be permitted as often as possible to enjoy the larger space now so nicely planted, and that additional seats should be placed in this. The kitchen garden is not so full of vegetables as usual, but it is undergoing a change in plan, a road being made completely through it so as to admit of carting wood, &c., and the ground being laid out in beds. This change has interfered with the cropping, but will soon be so far complete as to permit of the full amount of vegetables being grown. It is much to be regretted that the amount of land for cultivation is so small, and when once the present garden is in full order and bearing it may be possible and advisable to secure a further amount at some little distance by purchase or renting. The Superintendent reports favourably of all members of the staff under his orders, and the whole appearance and conduct of the Institution indicates attention, care, and unanimity of action, and is creditable to all concerned.

November 8th.—I have this day visited this Institution and seen all the patients, speaking to each one, and examining into their mental and physical condition. I heard no complaints except from one M. S., who stated that the attendants were unkind to him at bathing times. On inquiry I could not discover that there were any grounds for complaint, and as he subsequently expressed great dissatisfaction with his meals, and stated that no article except the bread was fit to eat, whereas I assured myself that the food was thoroughly wholesome and well cooked, I have no doubt but that his complaint as to the bathing arrangements was part of a general morbid discontent.

The patients as a rule seemed in fair general health, and were sufficiently, and, with two exceptions, tidily clad. Two or three seemed, however, to have failed somewhat of late, and H. H., who was in bad health at my last visit, is still extremely pallid and unwholesome looking. I saw two patients (F. L. and A. B.) specially in consultation with the Visiting Medical Officer, Dr. Daniell. The former, whose chest I examined, is suffering from commencing pulmonary phthisis, and the latter from commencing brain-softening, accompanied by some paralysis and mental hebetude. No one was in seclusion, and it appears from the Medical Journal that this is rarely found necessary. One patient (T. W.) was in muffs at my visit, and it appeared had been more or less continuously during the day for nearly three weeks owing to sudden and violent outbursts, during which he strikes his fellow-patients very severe blows. I have recommended that he should be again tried without the muffs. This is the only case in which restraint has been employed since my last visit.

The number is now 65, 2 have been admitted and 2 have died since my last inspection. Of the admissions, 1 was an epileptic in a condition of great exhaustion, who lived only a month after admission, and the other a case of melancholia in an aged and somewhat demented man. I have thought it necessary to recommend the friends of this patient, who is now better than on admission, either to remove him or to ask for his transfer to Gladesville, for which Institution his case is more fitted. Of the 2 deaths one was from exhaustion following epilepsy, and the other from bronchitis in a phthisical subject. I visited the day, dining-rooms, and dormitories, and also the kitchen, laundry, stores, and out-buildings, and found every part of the Institution clean and in good order. The bedding was clean and sufficient in quantity, and the mattresses clean and in good order.

In the stores I saw the bread, tea, sugar, butter, cheese, rum, and other articles, and found all of excellent quality. The Superintendent reports very favourably of the manner in which the contractor is supplying the Institution. Complaints were made to me of the quality of several articles supplied through the Store Department, and especially of the galvanized ironwork, which has apparently been made in the galls, and is most inferior both as to strength of material and manufacture. I found that a very considerable portion of the attendants uniform asked for early in the year had not been supplied, and as the first contract taken has been annulled by the Government, owing to the contractor's misconduct, I recommend that fresh requisitions for articles unsupplied should be submitted. I saw a well-cooked and plentiful meal of soup with boiled beef and potatoes served to the patients in a clean and orderly manner, and the Superintendent reports that the maize meal added to the dietary at the beginning of the year is much appreciated by the patients, and is taken at breakfast by nearly all of them.

Considerable

Considerable improvement has been made in the vegetable garden, which is now judiciously cropped, and from which a fair supply of vegetables is obtained. Additional flower borders have been made within the walls, and the old ones, both within and without, are kept in excellent order, and do much to atone for the sombre character of the buildings. It would be a great improvement to cover some of the walls with creeping plants, and I have recommended the Superintendent to obtain a supply. The water supply has failed on several occasions since my last visit, and a supply is now and has for some weeks past been obtained from the creek by carting. This labour, however, almost monopolises the services of one attendant and the horse and cart, and as it is now apparent that the new tank does not furnish a sufficient quantity, it seems advisable that steps should be taken to deepen the well, which now only affords a scanty supply, to the level of the neighbouring creek, if this work can be carried out without any serious expense. Some of the requisitions on the Colonial Architect's Department have been complied with, but the contractor who has undertaken to erect a shed for blacksmiths' and carpenters' shops has delayed commencing the work for several weeks, and shows no signs of active progress. The boiler from which hot water is supplied for bathing is burnt out, and a new one is urgently needed. I saw and signed the statutory books which, with the case books, are correctly kept, and I examined also the whole of the departmental books and records, which are in good order. The day and night reports show that the number actively employed averages 29 or 30, and that the patients are as a rule much quieter, more self-controlled, and less faulty in habits than when they first came to Cooma.

The Medical Officer and chaplains appear to have visited the Institution with regularity and sufficient frequency.

The general condition of the Institution impressed me very favourably, and is in itself evidence of the care of the officers and the harmonious working of the staff."

TABLE 14.

SHOWING the Admissions, Re-admissions, Discharges, and Deaths, in the Temporary Hospital for the Insane, Cooma, during the Year 1880.

			Male.	Female.	Total.															
In Hospital on 31st December			57	57															
			<table border="1"> <thead> <tr> <th>Male.</th> <th>Female.</th> <th>Total.</th> </tr> </thead> <tbody> <tr> <td>3</td> <td>.....</td> <td>3</td> </tr> <tr> <td>7</td> <td>.....</td> <td>7</td> </tr> </tbody> </table>			Male.	Female.	Total.	3	3	7	7						
Male.	Female.	Total.																		
3	3																		
7	7																		
Admitted for the first time during the year.....			10	10															
Re-admitted during the year																				
Transferred during the year																				
Total under care during the year.....			67	67															
Discharged or removed—			<table border="1"> <tbody> <tr> <td>Recovered</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Relieved</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Transferred.....</td> <td>1</td> <td>1</td> </tr> <tr> <td>Escaped (and not recaptured).....</td> <td>.....</td> <td>.....</td> </tr> <tr> <td>Died</td> <td>2</td> <td>2</td> </tr> </tbody> </table>			Recovered	Relieved	Transferred.....	1	1	Escaped (and not recaptured).....	Died	2	2
Recovered																		
Relieved																		
Transferred.....	1	1																		
Escaped (and not recaptured).....																		
Died	2	2																		
Total discharged and died during the year.....			3	3															
Remaining			64	64															
Average number resident during the year			64	64															

TABLE 15.

SHOWING the Admissions, Discharges, and Deaths, with the mean Annual Mortality, and the proportion of Recoveries, &c., per cent., at the Temporary Hospital for the Insane, Cooma, during the Years 1877 to 1880 inclusive.

Year.	Admitted.		Transferred from other Hospitals		Discharged.		Transferred to other Hospitals.		Escaped and not recaptured within 28 days.	Died.	Remain- ing in Hospital 31st December.	Average number resident.	Percentage of recoveries on admissions and re-admissions.			Percentage of patients relieved on admissions and re-admissions.			Percentage of Deaths on the average number resident.			
	For the first time.		Re-admitted.		Recovered		Relieved						M. F. Total.			M. F. Total.			M. F. Total.			
	M.	F.	Total.	M.	F.	Total.	M.	F.					Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1877	4	4	60	60						1	1	63	63	62	62						1.61	1.61
1878	2	2			2	2		2	2	1	1	60	60	62	62	100.00	100.00				1.61	1.61
1879	1	1			3	3				1	1	57	57	60	60	300.00	300.00				1.66	1.66
1880	3	3	7	7				1	1	2	2	64	64	64	64						3.12	3.12

RECEPTION HOUSE FOR THE INSANE, DARLINGHURST.

The number of patients who have passed through this Institution during the year has been 332, an increase of 20 on the number during 1879. Of these, 34, or 10.36 per cent. were discharged recovered, 1 was discharged to the care of friends, 286 were sent on for Hospital treatment, 3 died, and 6 remained at the end of the year. In addition to these, 1 was sent to the Central Police Court, and 1 to the Hyde Park Asylum for the Infirm and Destitute. In the first of these cases the papers received with the patients on admission were found to be incorrect in form, and in the second the patient was received on one medical certificate under section 15 of the Lunacy Act, and after admission was found to be so far intelligent that the Medical Officer of the Institution declined to sign the second certificate necessary for admission to an Hospital for the Insane. This patient, a young girl, was an apprentice from Randwick, and as the Directors of that Institution declined to receive her back she was forwarded to the Hyde Park Asylum, from which Institution, owing to the kindness of the Matron, she soon obtained a situation.

Of

Of the patients forwarded to Hospital, 233 were sent to Gladesville, 2 to Parramatta, 49 to Callan Park, 1 to Newcastle, and 1 to Cook's River.

I have paid seventeen visits of inspection during the year, and on every occasion have found the Institution thoroughly clean and in excellent order. There has been no accident of any kind. The medical treatment and the care of the patients has been thoroughly judicious, and the whole conduct of the Institution satisfactory.

The additions to the buildings were completed early in the year, and the increase in accommodation has afforded means of classifying patients and separating the more noisy and demonstrative from the quieter cases. The Institution now contains space for 13 patients of each sex, whilst, owing to the period of residence in this Institution having been shortened by the operations of the Lunacy Act, the average daily number of both sexes resident has only been 6.

Under these circumstances the question of admitting to this Institution the numerous doubtful cases in which neither the justices nor the medical practitioners are satisfied of the existence of real insanity, and which are now remanded to the Gaol for medical treatment, has again occupied my attention, and I have consulted the stipendiary magistrates sitting at the Central and Water Police Courts, as well as several of the justices who frequently occupy seats on the benches of those Courts, on the subject, and find them unanimous in opinion that this method of dealing with a certain proportion of these cases would be for the benefit of the patients, and spare them and their friends the distasteful association of the prison. If a judicious selection of these cases can be made, I can see no objection to the alteration, but a short Act of Parliament will be necessary, and provision should, I think, be made in this for certain restrictions so as not to throw open the door of this Institution to the habitual drunkard, suffering from *delirium tremens*, as the result of oft-repeated debauchery.

The following tables give the statistics of the Institution for the year :—

TABLE 16.

SHOWING the Admissions, Re-admissions, Discharges and Deaths, in the Reception House for the Insane during the Year 1880.

	Male	Female	Total
In Institution on 31st December	3	1	4
	Male.	Female	Total.
Admitted for the first time during the year	179	103	282
Re-admitted during the year	23	23	46
Transfer during the year .....	.....	.....	.....
	202	126	328
Total under care during the year	205	127	332
Discharged or removed—			
Recovered	26	8	34
Relieved .....	.....	1	1
Transferred	176	112	288
Escaped, and not recaptured .....	.....	.....	.....
Died	1	2	3
Total discharged or died during the year	203	123	326
Remaining	2	4	6
Average number resident during the year	205	127	332

TABLE 17.

SHOWING the Admissions, Discharges, and Deaths, with the mean Annual Mortality, and the proportion of Recoveries, &c., per cent., at the Reception House for the Insane for the Year 1880.

Year.	Admitted.						Discharged.						Died.	Remain- ing in Hospi- tal 31st De- cember, 1880.	Average number resident	Percentage of recoveries on admission.			Percentage of Patients relieved.			Percentage of Deaths on the average number resident.		
	Admitted for the first time.		Re-admitted.		Trans-ferred.		Re- covered.		Re- moved.		Trans-ferred.					M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.												
1880..	179	103	282	23	23	46	26	8	34	1	1	2	3	2	4	6	12.87	6.34	10.36	70	30	25.00	100.00	50.00

TABLE 18.

SHOWING the number of Patients received at the Reception House for the Insane during the Year 1880, and their disposal, &c.

Remain- ing.	Received.			Sent to Gladesville.			Sent to Parra- matta.			Sent to Callan Park.			Sent to New- castle.			Sent to Cook's River.			Sent to Hyde Park Asylum.			Sent to Police Court.			Discharged of Sound Mind			Dis- charged to care of Friends.			Died.			Remain- ing 31st Dece- mber, 1880.		
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.			
3	1	4	202	122	111	233	2	2	49	49	1	1	1	1	1	1	1	1	1	1	1	1	1	28	8	34	1	1	2	3	2	4	6			

TABLE 19.

SHOWING the number of Patients received at the Reception House for the Insane during the Year 1880, the place whence received, and their disposal.

	Received.			Sent to Gladstone Hospital.			Sent to Callan Park Hospital.			Sent to Farmmatta Hospital.			Sent to Newcastle Hospital.			Sent to Licensed House, Cook's River.			Sent to Hyde Park Asylum.			Discharged of sound mind.			Discharged to care of friends.			Discharged to Police Court.			Died.			Remaining 31st December, 1880.			
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.				
Remaining on 31st December, 1879.	3	1	4	3	1	4																															
Sydney	140	78	218	63	64	127	49	49				1	1	1							24	8	32	1	1					1	2	3	1	3	4		
Goulburn	10	7	17	9	6	15																															
Maitland	13	11	24	12	11	23															1	1															
Newcastle	6	5	11	6	5	11																															
Temora	1		1	1		1																															
Armidale	3	2	5	3	1	4																													1	1	
Yass		1	1		1	1																															
Braidwood	1	1	2		1	1															1	1															
Bathurst																																					
Wagga Wagga	4	3	7	4	3	7																															
Grafton	1	4	5	1	4	5																															
Hay		1	1		1	1																															
Albury	2	1	3		1	1				2	2																										
Deniliquin	2	2	4	2	2	4																															
Wollongong	3	2	5	3	2	5																															
Singleton	1		1	1		1																															
Liverpool	4	1	5	3	1	4																															
Queanbeyan	2		2	2		2																															
Tamworth	2	3	5	2	3	5																															
Kiama	2	1	3	2	1	3																															
Berrima	1		1	1		1																															
Walcha	1		1	1		1																															
Glen Innes	1		1	1		1																															
Bega		1	1		1	1																															
Moruya		1	1		1	1																															
Cootamundra	1		1	1		1																															
Shoalhaven		1	1		1	1																															
Muswellbrook	1		1	1		1																															
Total	205	127	322	122	111	233	49	49	2	2	1	1	1	1	1	1	1	1	1	1	26	8	34	1	1	1	1	1	1	2	3	2	4	6			

LICENSED HOUSE FOR THE INSANE, COOK'S RIVER.

The number of patients in this Institution on December 31st, 1879, was 133, and during the year 5 were admitted for the first time, 1 was re-admitted, and 9 were transferred from the Hospitals for the Insane, making a total of 148 under care. Of these 4 recovered, 2 were discharged relieved, 2 were transferred, 5 died, and 135 remained at the close of the year.

The recoveries give a percentage of 66.66 on the admissions, and the deaths a percentage of 3.79 on the average number resident. These results are in the highest degree satisfactory. Throughout the year 125 of the patients, all females, were maintained at the Government expense, and all vacancies caused by death, &c., were immediately filled up by transfer from other Institutions. There were 6 male and 4 female patients in the division devoted to private patients at the close of the year.

I visited the Institution on January 30th, February 27th, March 25th, May 6th, June 8th, July 9th, August 6th, October 5th, November 2nd, and December 23rd, on every occasion without prior notice, and invariably found the Institution clean and in good order, and the patients comfortable and well-cared for. On two occasions I saw the patients at dinner, at which a well-cooked and plentiful meal was provided, and I have several times examined the bread, meat, and other stores, and always found them excellent in quality.

A considerable improvement has been made in the appearance of the Institution by repainting throughout, a special building has been provided as a mortuary, a number of old bedsteads have been replaced by others of a much improved pattern, and various minor improvements have been carried out. The chaplains have visited the Institution with regularity and sufficient frequency, and the amusement of the patients has not been neglected.

By notice in the *Government Gazette* dated 22nd October, 1880, Alfred Roberts, Esq., H. G. Alleyne, Esq., M.D., and Wm. Owen, Esq., barrister-at-law, were appointed official visitors to the Institution under section 72 of the Lunacy Act, and have since visited the Institution about once a month. The only serious casualty which has happened during the year was a fracture of the neck of the thigh-bone in an aged woman. This was an unavoidable accident. The statutory books have been produced to me at each visit, and have always been correctly kept and written up to a recent date.

The

* Papers informal—not considered insane. † Papers informal.

The following tables give the Statistics of the Institutions for the year :—

TABLE 20.

SHOWING the Admissions, Re-admissions, Discharges, and Deaths, in the Licensed House for the Insane, Cook's River, during the Year 1880.

	Male.	Female.	Total.
In Hospital on 31st December, 1879	6	127	133
	Male.	Female.	Total.
Admitted for the first time during the year	3	2	5
Re-admitted during the year	1	...	1
Transferred during the year .....	...	9	9
	4	11	15
Total under care during the year	10	138	148
Discharged or Removed—			
Recovered	1	3	4
Relieved	1	1	2
Transferred	2	...	2
Escaped (and not recaptured) .....	...	...	...
Died .....	...	5	5
	4	9	13
Total discharged or died during the year	4	9	13
Remaining	6	129	135
Average number resident during the year	4	128	132

TABLE 21.

SHOWING the Admissions, Discharges, and Deaths with the Mean Annual Mortality, and the proportion of Recoveries, &c., per cent. at the Licensed House for the Insane, Cook's River, during the Year 1876 to 1880 inclusive.

Year.	Admitted.			Transferred from other hospitals, &c.	Discharged.			Transferred to other hospitals, &c.	Escaped and not recaptured within 23 days.	Died.	Remaining in hospitals, 31st December in each year.	Average number resident.	Percentage of recoveries on admissions and re-admissions.			Percentage of patients relieved on admission and re-admission.			Percentage of deaths on average numbers resident.																	
	Admitted for the first time.		Re-admitted.		Recovered.	Relieved.	Total.						M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.									
	M.	F.	Total.		M.	F.																						Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1876	2	1	3	...	33	33	...	1	1	1	...	2	8	10	6	130	135	6	113	119	...	...	50.00	...	33.33	31.25	7.06	8.38						
1877	5	3	8	..	11	11	2	6	8	..	1	1	2	1	3	...	2	7	9	4	130	134	5	129	134	40.00	160.0	88.88	...	25.00	11.11	40.00	5.42	6.66		
1878	5	2	7	..	1	1	7	8	3	2	5	..	1	1	1	1	2	...	1	8	9	5	128	133	5	128	133	50.00	20.00	31.25	...	10.00	0.25	20.00	6.24	0.76
1879	3	1	4	..	1	1	4	4	1	1	2	..	1	1	1	...	...	5	5	6	127	133	4	128	132	33.38	50.00	40.00	...	60.00	20.00	...	8.93	3.79
1880	3	2	5	1	...	9	9	1	3	4	1	1	2	2	...	2	...	5	5	6	129	135	4	128	132	25.00	150.0	66.66	25.00	50.00	33.33	...	3.90	3.79		

TABLE 22.

SHOWING the Causes of Death in the Licensed House for the Insane, Cook's River, during the Year 1880.

	Male.	Female.	Total.
CEREBRAL DISEASE—			
Apoplexy and Paralysis
Epilepsy and Convulsions	1	...
General Paralysis
Maniacal and Melancholic Exhaustion and Decay	1	...
Inflammation and other Diseases of the Brain, Softening, Tumour, &c.
THORACIC DISEASE—			
Inflammation of Lungs, Pleura, and Bronchi
Pulmonary Consumption	2	...
Disease of Heart and Blood Vessels
ABDOMINAL DISEASE—			
Inflammation and Ulceration of Stomach, Intestines, and Peritoneum
Dysentery and Diarrhoea
Albuminuria	1	...
Disease of Bladder and Prostate
Disease of Liver
Erysipelas
Typhoid Fever
General Debility and Old Age
Accident
Suicide
Total	5	...

TABLE 23.

SHOWING the length of residence in those Discharged Recovered, and in those who have Died in the Licensed House for the Insane, Cook's River, during the Year 1880.

	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month						
From 1 to 3 months						
From 3 to 6 months		1	1			
From 6 to 9 months	1		1			
From 9 to 12 months						
From 1 to 2 years		1	1			
From 2 to 3 years						
From 3 to 5 years		1	1		3	3
From 5 to 7 years						
From 7 to 10 years						
From 10 to 12 years						
From 12 to 15 years					2	2
Over 15 years						
Total	1	3	4		5	5

TABLE 24.

SHOWING the ages of the Admissions, Discharges, and Deaths during the Year 1880, in the Licensed House for the Insane, Cook's River.

Age.	Admitted			Recovered.			Removed, Relieved, &c.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
1 to 5 years .....	...	...	...	...	...	...	...	...	...	...	...	...
5 to 10 years .....	...	...	...	...	...	...	...	...	...	...	...	...
10 to 15 years .....	...	...	...	...	...	...	...	...	...	...	...	...
15 to 20 years	1	...	1	1	...	1	...	...	...	...	...	...
20 to 30 years	1	2	3	...	...	...	...	...	...	...	2	2
30 to 40 years	1	6	7	...	2	2	...	...	...	...	...	...
40 to 50 years .....	...	1	1	...	...	...	1	1	2	...	...	...
50 to 60 years .....	...	2	2	...	1	1	...	...	...	...	2	2
60 to 70 years	1	...	1	...	...	...	...	...	...	...	1*	1
70 to 80 years .....	...	...	...	...	...	...	...	...	...	...	...	...
80 to 90 years .....	...	...	...	...	...	...	...	...	...	...	...	...
90 and upwards.....	...	...	...	...	...	...	...	...	...	...	...	...
Total	4	11	15	1	3	4	1	1	2	...	5	5

OBSERVATION WARD, H. M. GAOL, DARLINGHURST.

The number of admissions into this ward during the year under section 60 of the Lunacy Act was 52; and of these 27 were discharged back to prison, either having recovered or not being considered insane, 20 were sent to Hospitals for the Insane, 1 died, and 4 remained at the close of the year.

Some of the cases were for a considerable time under close observation before being either certified as insane or discharged. This ward has in addition been used for the reception of cases acquitted at the Sydney Courts on the ground of insanity, whilst awaiting the decision of the Governor as to their final destination, and also for want of other accommodation, for the cases of *delirium tremens* and doubtful insanity remanded from time to time by the magistrates sitting at the Sydney Police Courts. These cases have numbered 302 during the year.

The

* Not known.

The following return shows the number of cases admitted into this ward and their disposal :—

RETURN showing the number of persons received in the Observation Ward, H. M. Gaol, Darlinghurst, during the Year 1880, the place whence received, and their disposal.

Whence Received.	Received.			Discharged.									Remaining on 31st December, 1880.					
				Recovered.			To Hospital for Insane.			To Police Court.						Died.		
	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total	M.	F.	Total			
H. M. Gaols—																		
Darlinghurst	14	1	15	12	...	12	1	1	2	...	...	...	...	...	...	1	...	1
Berrima	2	...	2	...	...	...	2	...	2	...	...	...	...	...	...	...	...	...
Parramatta	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Mudgee	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...
Maitland	3	2	5	1	1	2	2	1	3	...	...	...	...	...	...	...	...	...
Yass	1	1	2	1	...	1	...	1	1	...	...	...	...	...	...	...	...	...
Young	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Deniliquin	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...
Bathurst	1	3	4	...	3	3	1	...	1	...	...	...	...	...	...	...	...	...
Bourke	6	...	6	4	...	4	2	...	2	...	...	...	...	...	...	...	...	...
Goulburn	3	...	3	...	...	...	1	...	1	...	...	...	...	...	...	2	...	2
Grafton	2	...	2	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...
Tamworth	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...
Campbelltown	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Gunnedah	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...
Gosford	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Milton	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...
Narrabri	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...
Glen Innes	1	...	1	...	...	...	1	...	1	...	...	...	...	...	...	...	...	...
Kempsey	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1	...	...	...
Taree	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Supreme Court, Sydney	1	...	1	1	...	1	...	...	...	...	...	...	...	...	...	...	...	...
Quarter Sessions „		1	1	...	...	...	...	...	...	...	...	...	...	...	...	1	...	1
Police Courts „	265	37	302	40	2	42	4	...	4	213	33	246	2	...	2	6	2	8
Total	311	45	356	64	6	70	21	3	24	213	33	246	3	...	3	10	3	13

I inspected this ward in accordance with section 70 of the Lunacy Act on January 30th, March 17th, April 15th, June 15th, August 3rd, September 24th, and December 20th; and I have visited the ward on several other occasions to see special patients.

At all my visits I have found the ward clean and in good order, and the registers and report books carefully and intelligently kept.

The patients appeared to be judiciously treated, and in only one instance were complaints made to me. In this case the patient was with good reason supposed to be malingering, and I considered the complaints to be unfounded.

Some structural alterations in the cells which have been made during the year have conduced to the more careful and constant observation of the prisoners, but a special building for this purpose attached to and forming part of the Hospital buildings is still required, and, if provided, the present ward could revert to ordinary prison uses.

APPENDIX A.

Sir,

Lunacy Department, Hospital for the Insane, Gladesville, 28 March, 1881.

I do myself the honor to forward for your information a report upon the Hospital for the Insane at Gladesville for the year 1880, accompanied with the usual statistical tables.

On the 31st December, 1879, 330 males and 347 females, making a total of 667, remained in Hospital.

Of the admissions during the year 1880, 132 males, 115 females, making a total of 247, were admitted for the first time; 25 males and 29 females, making a total of 54, were re-admitted; and 9 males and 1 female were transferred from other Institutions for the Insane.

The total number of patients under care during the year was 496 males and 492 females, a total of 988.

The average number resident was 333 males and 353 females, a total of 686.

The numbers discharged and died in the year 1880, amounted to 161 males and 123 females, making a total of 284, of these 86 males and 51 females were recovered, 16 males and 17 females were relieved, 21 males and 32 females were transferred 2 males escaped, and were not recaptured, and 36 males and 23 females died.

On the 31st December, 1880, there remained on the Hospital Register 335 males and 369 females, of the latter, however, 3 were absent on trial, under 42 Victoria, No. 7, section 82.

In the table marked No. 1, these figures are shown.

The number of admissions for each year since 1870 is given in the following table :—

Year.	No. of admissions.	Year.	No. of admissions.
1870	197	1876	340
1871	277	1877	433
1872	268	1878	400
1873	296	1879	333
1874	312	1880	311
1875	337		

On the 31st December, 1879, 1 male and 1 female were absent on trial, and since that 7 males and 8 females have been removed on trial by their friends—of these 6 males and 4 females have been discharged at the termination of their leave, 2 males and 2 females have been returned as being unmanageable or suffering from an exacerbation of their malady, and 3 females were absent on the 31st December, 1880.

Although new patients of both sexes have been admitted into the Hospital for the Insane at Parramatta, and of the male sex into the Hospital for the Insane at Callan Park, it will be seen that the number of admissions in 1880 was only 22 less than in 1879.

Of the cases admitted, 66 were suffering from the various forms of dementia, 104 from simple or delusional mania, 115 from melancholia, 9 from general paralysis, 5 from general insanity, and 12 were idiotic or imbecile. On referring to table 10, it will be seen that the assigned causes of insanity in those admitted were mental anxiety and worry in ten cases, intemperance in drink in 18, the puerperal state in 18, epilepsy in 19, previous attacks in 47, hereditary influence ascertained in 30, other ascertainable causes in 11, and no cause was given in 114—no cause having been assigned in the papers forwarded with them or apparent afterwards.

The number of cases re-admitted was 25 males and 29 females, making a total of 54, and there were 9 males and 1 female transferred from other Hospitals.

Of the readmissions the average length of absence from hospital was 3 years and 1 month, the longest being upwards of 14 years, and the shortest 7 days.

The number of patients discharged recovered was 86 males and 51 females, making a total of 137, and giving a percentage of 45.51 upon the admissions.

The number of patients discharged relieved was 16 males and 17 females—total 33, which gives a percentage of 10.96.

The percentage of deaths and the average number resident was 10.81 in the male and 6.51 in the female, making a total of 8.60.

There was 1 case of suicide during the year, the particulars of which have been already reported to you.

The only serious accidents were 2. After a searching inquiry I was satisfied that in 1 case no blame attached to any member of the staff, and in the other I considered a nurse so far culpable that her immediate dismissal was necessary.

On October 19th a case of measles broke out, and subsequently 4 more male patients were attacked. Every precaution was taken to prevent the spread of the disease, and only 5 patients suffered from it.

Of the 311 patients admitted 193 were admitted by the order of magistrates, 68 were admitted by request of friends, 42 were admitted by request of officers in charge of Government Institutions, and 10 were admitted by transfer warrants issued by the Colonial Secretary.

I have thankfully received copies of the following newspapers free of charge, and desire to express my gratitude to the proprietors, viz :—*The Burrangong Chronicle, The Bathurst Free Press, The Bathurst Times, The Clarence and Richmond Examiner, Deniliquin Chronicle, Dubbo Express, Dubbo Dispatch, Grafton Argus, Maitland Mercury, Riverina Grazier, Wagga Advertiser, Wagga Express, The Western Examiner, Yass Courier, Australian Churchman, Bega Gazette, Social Reformer.*

Two copies of the following papers are forwarded for one subscription :—*Burrangong Argus, Goulburn Herald and Chronicle, Grafton Observer, Illawarra Mercury, Kiama Independent, Monaro Mercury, Queanbeyan Age, Southern Argus, and Western Post.*

The following donations for amusements have been received during the year, viz :—Mrs. B., £5; Mr. R. R. T., £5. The usual fortnightly dances have been regularly attended and enjoyed in the winter months.

Many dramatic and other entertainments have been given by friends, and cricket, rounders, hand-ball, bowls, and such out-door games have afforded much amusement and benefit to the patients.

Several very pleasant afternoons have been passed by both male and female patients in listening to the band of H.M.S. "Wolverine" and the Albion Band.

Mrs. Darvall and Mr. Salter as usual have been most kind in giving large quantities of fruit; and Mr. E. O. Smith, Mrs. Norton, Miss Morchead, Mr. Thomas Walker, Mr. T. Salter, Mrs. Stanger Leathes, Mr. Stone, Mrs. Lea, Mrs. Newton, Mr. Whetham, have kindly forwarded packages of illustrated and other papers for the benefit of the patients.

I have further to acknowledge the receipt of a wild goose from Dr. Creed, of Scone; a wood-hen and a number of palms from Captain Armstrong; two cockatoos from Dr. Little of Gladesville, and one from Mrs. Haydon; a kangaroo from Mr. C. W. Lawson of Mudgee; one albatross from Mr. T. Macansh; and two squatter pigeons from Mr. A. H. McCulloch.

I have also received from Mr. Asher Day, of the General Post Office, many large bags of unclaimed papers, &c., and from the Hon. A. H. Palmer, Colonial Secretary of Queensland, and Mr. B. D. Morchead, a large number of Queensland stag horn ferns and orchids.

Several parcels of papers forwarded anonymously have been gratefully received, and their perusal has been enjoyed by many of the patients.

The whole of the staff have given me the most prompt and willing assistance during the year, and their duties have been carried out efficiently.

I have, &c.,

THOS. M. JOSEPH,
Medical Superintendent.

TABLE I.

TABLE 6.

SHOWING the length of Residence in those Discharged Recovered, and in those who have died in the Hospital for the Insane, Gladesville, during the Year 1880.

	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month	4	1	5	...	2	2
From 1 to 3 months	20	8	28	4	3	7
From 3 to 6 months	28	14	42	8	3	11
From 6 to 9 months	13	9	22	4	1	5
From 9 to 12 months	4	7	11	6	1	7
From 1 to 2 years	11	2	13	10	7	17
From 2 to 3 years	2	6	8	1	1	2
From 3 to 5 years	3	2	5	1	3	4
From 5 to 7 years	1	2	3	...	...	...
From 7 to 10 years .....	...	...	...	1	...	1
From 10 to 12 years .....	...	...	...	...	...	...
From 12 to 15 years .....	...	...	...	...	1	1
Over 15 years .....	...	...	...	1	1	2
Total	86	51	137	36	23	59

TABLE 7.

Showing the duration of the Disorder on Admissions, Discharges, and Deaths during the Year 1880.

	Duration of Disease on admission, in four Classes.											
	Admissions.			Recovered.			Removed, relieved, or otherwise.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
FIRST CLASS— First attack, and within three months of admission	39	43	82	23	16	39	4	3	7	6	4	10
SECOND CLASS— First attack, above three and within twelve months of admission	24	17	41	10	4	14	3	1	4	8	1	9
THIRD CLASS— Not first attack, and within twelve months of admission ...	34	32	66	22	20	42	6	5	11	6	2	8
FOURTH CLASS— First attack or not, but of more than twelve months of admission	22	28	50	5	3	8	2	6	8	5	9	14
FIFTH CLASS— Not ascertained	47	25	72	26	8	34	1	2	3	11	7	18
Total	166	145	311	86	51	137	16	17	33	36	23	59

TABLE 8.

SHOWING the ages of the Admissions, Discharges, and Deaths, during the Year 1880, in the Hospital for the Insane, Gladesville.

Age.	Admissions.			Discharges.						Deaths.		
				Recovered.			Removed, relieved, or otherwise.					
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
From 1 to 5 years .....	...	...	...	...	...	...	...	...	...	...	...	...
From 5 to 10 years .....	...	...	...	...	...	...	...	...	...	...	...	...
From 10 to 15 years	1	2	3	...	...	...	...	...	...	...	...	...
From 15 to 20 years	8	7	15	6	4	10	...	1	1	...	...	...
From 20 to 30 years	37	38	75	21	18	39	1	1	2	3	2	5
From 30 to 40 years	42	41	83	26	9	35	4	3	7	10	4	14
From 40 to 50 years	42	20	62	20	8	28	4	5	9	13	5	18
From 50 to 60 years	15	21	36	7	8	15	4	7	11	3	4	7
From 60 to 70 years	15	9	24	6	4	10	2	...	2	4	1	5
From 70 to 80 years	5	7	12	...	...	...	1	...	1	2	5	7
From 80 to 90 years	1	...	1	...	...	...	...	...	...	1	2	3
From 90 and upwards .....	...	...	...	...	...	...	...	...	...	...	...	...
Total	166	145	311	86	51	137	16	17	33	36	23	59

TABLE 9.

CONDITIONS as to Marriage in those admitted and those under care in the Hospital for the Insane, Gladesville, during the Year 1880.

	Admissions.			Under Care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Single	103	46	149	316	160	476
Married	48	72	120	140	248	388
Widowed	12	24	36	21	76	97
Unascertained	3	3	6	19	8	27
Total	166	145	311	496	492	988

TABLE 10.

SHOWING the causes of Insanity, apparent or assigned, in the Admissions, Discharges, and Deaths during the Year 1880.

Causes.	Admissions.			Discharges.						Deaths.			
	M.	F.	Total.	Recovered.			Removed, relieved, or otherwise.			M.	F.	Total.	
				M.	F.	Total.	M.	F.	Total.				
MORAL—													
Domestic trouble (including loss of relatives and friends)	5	5	10	1	1	2	3	1	1	1	1	1	1
Adverse circumstances (including business anxiety and pecuniary difficulties)	2	...	2	3	...	3	...	...	...	...	...	...	...
Mental anxiety and "worry" (not included under above two heads) and overwork	5	5	10	6	...	6	3	2	5	1	1	1	2
Religious excitement	2	2	4	3	1	4	...	2	2	...	1	1	1
Love affairs (including seduction)	3	3	...	2	2	...	1	1	...	1	1	1	1
Fright and nervous shock	1	1	...	...	...	...	...	...	...	...	...	...	...
Isolation	2	2	...	...	...	...	...	...	...	...	1	1	1
Nostalgia .....	...	...	...	...	...	...	...	...	...	...	...	...	...
PHYSICAL—													
Intemperance in drink	13	5	18	12	9	21	1	1	2	3	1	4	4
Intemperance (sexual) .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Veneral disease	1	1	...	...	...	...	...	...	...	...	2	2	2
Self-abuse (sexual)	1	1	2	...	...	...	...	...	...	...	...	...	...
Sunstroke	3	2	5	2	3	5	1	1	1	1	1	1	2
Accident or injury	3	1	4	3	1	4	1	...	1	1	1	1	2
Pregnancy	1	1	...	...	...	...	...	...	...	...	...	...	...
Parturition and the puerperal state	13	13	...	6	6	...	5	5	...	...	...	...	...
Lactation	1	1	...	1	1	...	1	1	...	...	...	...	...
Uterine and ovarian disorders	1	1	...	...	...	...	3	3	...	...	...	...	...
Puberty .....	...	...	...	...	...	...	...	...	...	...	...	...	...
Change of life .....	...	...	...	...	...	...	...	2	2	...	1	1	1
Fevers	1	1	2	...	...	...	...	...	...	...	...	...	...
Privation and overwork .....	...	...	...	...	...	...	...	2	2	...	1	1	1
Phthisis	1	1	...	...	...	...	...	...	...	...	...	...	...
Epilepsy	13	6	19	3	3	6	4	5	9	3	1	4	4
Disease of skull and brain	2	2	3	1	4	...	...	...	5	...	...	5	5
Other bodily diseases and disorders and chronic ill-health	1	5	6	3	3	6	1	1	...	1	1	1	1
Excess of opium .....	...	...	...	...	...	...	1	1	...	...	...	...	...
Previous attacks	25	22	47	10	8	18	7	2	9	3	1	4	4
Hereditary influence ascertained	18	12	30	7	4	11	3	1	4	2	3	5	5
Congenital defect ascertained	6	6	...	...	...	...	7	7	...	...	...	...	...
Other ascertained causes	8	3	11	...	1	1	...	...	2	5	7	7	7
Unknown	70	44	114	30	11	41	18	13	31	14	2	16	16
Total	166	145	311	86	51	137	39	49	88	36	23	59	59

TABLE 11.

SHOWING the Nativities of Patients remaining on 31st December, 1868, and admitted since that date.

	British Colonies.						Great Britain.						France.			Germany.			China.			Other Countries.					
	New South Wales.			Other Colonies.			England.			Scotland.			Ireland.			Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.												
Remaining in Hospital 31st December, 1868	45	22	67	12	1	13	159	66	225	85	12	47	126	132	258	3	1	4	13	2	15	18	...	18	17	...	17
Admitted during 1869	23	17	40	5	4	9	53	25	83	12	4	16	33	24	57	...	1	1	4	...	4	3	...	3	5	...	6
Do. 1870	10	18	28	6	1	7	54	14	68	10	7	17	30	26	56	...	1	1	7	...	7	4	...	4	3	...	3
Do. 1871	34	26	60	1	4	5	59	36	95	9	1	10	49	33	87	2	...	2	7	...	7	4	...	4	7	...	7
Do. 1872	27	23	50	2	...	2	70	33	103	13	6	19	40	41	81	1	...	1	5	...	5	2	...	2	4	...	4
Do. 1873	52	35	87	4	...	4	63	27	90	8	0	17	39	35	74	...	...	9	9	...	9	6	...	6	8	...	8
Do. 1874	36	40	76	3	2	5	70	28	98	10	6	16	45	49	94	1	...	1	4	...	4	7	...	7	10	...	10
Do. 1875	40	43	83	8	4	12	65	34	99	10	7	17	43	40	83	...	1	1	4	...	3	7	...	7	10	...	10
Do. 1876	42	48	90	9	3	12	60	31	97	12	6	18	51	46	97	4	...	4	9	...	3	12	...	12	4	...	4
Do. 1877	80	38	118	8	8	11	90	29	125	26	9	35	68	40	108	6	...	6	8	...	1	9	...	9	15	...	15
Do. 1878	51	72	123	3	2	5	76	34	110	11	6	17	50	44	94	1	...	1	10	...	1	11	...	11	18	...	18
Do. 1869	48	41	89	2	1	3	75	36	111	16	5	21	35	44	79	1	...	1	9	...	9	6	...	6	12	...	12
Do. 1880	34	47	81	5	0	14	53	38	91	9	10	19	46	34	80	2	...	2	7	...	6	13	...	13	10	...	10
Total	587	470	1057	68	34	102	864	431	1395	181	88	269	600	593	1253	22	3	25	96	17	113	82	...	82	130	10	140

TABLE 12.

Showing the previous occupations of those admitted during the Year 1880.

Males.		Females.	
Agents	2	Dealer.....	1
Artist	1	Domestic Servants	34
Bakers	2	Dressmakers and Needlewomen	9
Blacksmiths.....	4	Laundresses	6
Bricklayer	1	Stewardess.....	1
Builder	1	Wives of Bakers	2
Butchers	2	Wife of Butcher	1
Cabmen.....	2	„ Cook	1
Carpenters and Joiners.....	4	„ Confectioner	1
Carters	2	Wives of Clerks	3
Clergyman	1	Wife of Dealer	1
Clerks	3	Wives and daughters of Farmers	6
Commercial Traveller	1	Wife of Gardner	1
Hawkers and Dealers.....	2	„ Grocer.....	1
Drapers	2	Wives of Labourers and Shepherds	12
Enginc Drivers and Engineers.....	2	„ Miners	6
Farmers and Free Selectors	10	Wife of Porter	1
Gardener	1	„ Publican.....	1
Grocer	1	„ Stonemason	1
Ironworker	1	Wives of Seamen	3
Hairdressers	2	Wife of Sawyer.....	1
Labourers.....	55	„ Storekeeper	1
Medical Practitioners.....	3	„ Teacher	1
Messenger	1	Wives and daughters of Tradesmen and Mechanics	11
Miller	1	Widows not employed.....	10
Miners	6	No occupation	19
Overseers	2	Not ascertained.....	11
Musician	1		
Painter	1		
Plasterer	1		
Police Constables	3		
Printers	2		
Registrar	1		
Saddler.....	1		
Seamen and Boatmen	7		
Servants and Grooms.....	2		
Shepherd and Stockman	1		
Shipwright	1		
Stonemason	1		
Storekeepers	4		
Tailors	4		
Tinsmiths.....	3		
Watchmaker	1		
Waiters.....	2		
Wheelwrights	2		
No occupation	8		
Not ascertained	5		
Total.....	166	Total.....	145

TABLE 13.

SHOWING the Religious Profession of those admitted and those under care in the Hospital for the Insane, Gladceville, during the Year 1880.

Religious Profession.	Admissions.			Under Care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Protestant—						
Church of England	81	59	140	194	146	340
Presbyterian	8	12	20	29	32	61
Wesleyan	8	12	20	21	27	48
Lutheran	5	1	6	28	4	32
Other Protestant Denominations	6	2	8	45	51	96
Roman Catholic.....	55	54	109	150	223	373
Pagan	1	.....	1	14	.....	14
Hebrew	1	1	2	3	1	4
Mahomedan .....	.....	.....	.....	1	.....	1
Unascertained	1	4	5	11	8	19
Total	166	145	311	496	492	988

GARDEN PRODUCE.

HOSPITAL for the Insane, Gladesville, 1880.

Asparagus	lbs. 118	Leeks	lbs. 5,685
Artichokes	2,145	Marrows	1,019
Beet	1,477	Onions	3,426
Beans, French and Broad	1,613	Pumpkins	5,703
Cabbages	31,490	Peas	553
Cabbages, Red	467	Potatoes	7,296
Carrots	6,720	Potatoes, Sweet	112
Cauliflowers	1,772	Parsnips and Turnips	2,798
Cucumbers	1,344	Radishes	474
Herbs	943	Rhubarb	250
Lettuces	8,687	Tomatoes	2,582
FRUIT.			
Oranges	674 dozen	Grapes, Peaches, and Figs	8,422 lbs.
Lemons	127 dozen	Apples and Pears	1,351 lbs.
Melons	607 lbs.	Strawberries	209 quarts
Fowls	23		
Eggs	456 dozen		
Honey	60 lbs.		

APPENDIX B.

HOSPITAL FOR THE INSANE, PARRAMATTA.

29 March, 1881.

Sir, I have the honor to submit for your information my report upon the Hospitals for the Insane, Parramatta, for the year 1880, with the usual statistical tables. The number of patients in Hospital on 31st December, 1879, was 828, thus classified—

Free Male	544
Free Female	202
Criminal Male	51
Criminal Female	6
Convict Male	19
Convict Female	5
	828

The number of patients admitted was 124, thus classified—

Free Male	73
Free Female	28
Criminal Male	21
Criminal Female	2
	124

The number of patients discharged recovered was 41, thus classified—

Free Male	25
Free Female	12
Criminal Male	4
	41

The number of patients absent on leave on 31st December, 1880, was 3 females.

The number of deaths, was 53, thus classified—

Free Male	35
Free Female	12
Criminal Male	4
Convict Male	1
Convict Female	1
	53

The number of patients in Hospital on 31st December, 1880, was 839, thus classified—

Free Male	553
Free Female	205
Criminal Male	53
Criminal Female	6
Convict Male	18
Convict Female	4
	839

The total number of patients under care was 952.

The number of patients of all classes discharged recovered was 41, being at the rate of 39·4 per cent. of recoveries upon first admissions.

The recoveries upon the admission of free patients—male and female—was at the rate of 46·0 per cent.

The admissions of all classes numbered 124.

The deaths numbered 53, representing a low rate of mortality or 5·40 per cent. on all under care.

Some of the patients who died had reached an advanced age, and had been for many years inmates of the Institution. The oldest male patient dying during the year was 89 years of age, having been a resident for nearly 25 years. The male patient dying who had been longest in residence was 72 years of age, having been for 32 years an inmate. The youngest patient dying was 26 years of age, with a duration of residence of 9 months.

The shortest duration of residence in the male division was a man aged 80, after 21 days.

The oldest female resident was 84, with 7 years duration of residence. The longest duration of residence was 25 years, of a woman who died at 57 years of age.

The youngest female patient who died was 30 years of age; she had, however, been an inmate for 15 years. The briefest residence in the female division was for 14 days of a woman 42 years of age.

The average age of the men who died was 49 years and 4 months.

The average age of the women who died was 50 years and 3 months.

The average duration of the men's residence was 8 years and 9 months.

The average duration of the women's residence was 10 years and 8 months.

Two cases of sudden death occurred. An inquest was held upon each, and in accordance with the medical evidence produced, verdicts of death from apoplexy were returned.

One male patient escaped and has not since been recovered.

The health of the inmates has been remarkably good. There has been an absence of epidemics or any outbreak of contagious disorders.

No serious accidents or acts of violence by the patients have occurred, and no death has taken place from suicide.

There has been in the past year a happy immunity from severe sickness in the wards or amongst the old patients during the winter months, and the sanitary condition of the entire Institution has been singularly satisfactory.

The admissions have been numerous, and the percentage of recoveries bears favourable comparison with that of kindred Institutions.

Increased experience in, and enlarged observation upon, the working of the Lunacy Act of 1878, justify me in expressing my confidence in its useful and beneficial operation. Under its wise provisions the insane and their relatives are spared much of the pain and exposure formerly inseparable from the execution of the older Acts; and whilst the liberty of the subject is surrounded by numerous safeguards, and jealously protected, every precaution is taken to shelter the victim of insanity from the gaze of the idle and the curious; and he need no longer be exhibited in a public court as an offender against the laws before he is consigned to a place of retirement and protection.

The details of the Lunacy Act appear now to be fully understood and correctly executed; and, with but a few unimportant exceptions, all the necessary certificates and documents have reached me in strict accordance with its provisions. Many of the patients forwarded to this Hospital reach me after travelling long and weary journeys by rail and coach. It affords me sincere gratification therefore to be enabled to express my entire approval of the manner in which the police have discharged their duties to the insane whilst under their care. In every case that has come under my observation during the year, the patients have been treated with great kindness and humanity whilst under the temporary protection of the police. Although in several instances insane persons have been brought from a great distance, in no case has there been any evidence or complaint of harsh treatment or bodily injury. The police appear to have exercised both judgment and humanity in dealing with some violent and dangerous patients conveyed to this Hospital from a considerable distance.

The efficacy of the methods pursued by the Master in Lunacy in recovering maintenance proportioned to their means from the relatives of the insane is fully demonstrated by the large sums of money received by him during the past year. It is small compared to the cost and outlay of the Institutions, but large when compared with the revenue formerly derived from the same source.

It is astonishing how much larger an interest is felt in the insane by relatives having to contribute to their maintenance; now that payment is compulsory the recovery of the insane person supported is eagerly inquired after, and I know that insane persons neglected previously for years are now regularly visited and felt an interest in.

The various means whereby the insane of other countries or Colonies are grafted upon the Institutions of this Colony may be partially illustrated by the following cases. Sometime since an aged Irishwoman of very feeble mental organisation called at this Hospital to make inquiries for some of her missing children, from whom she had not heard for several years, and in whose interest she had left Ireland to seek and inquire for them. Her inquiries led to the discovery of one son and a daughter, then inmates of this Hospital; and further inquiry led to the production of two more daughters, then inmates of Yarra Bend, Victoria. In the history of this family it is evident that a heavy burden has been imposed upon this and the sister Colony, as it is hard to believe that those who counselled or undertook their emigration had the least hope that they would become good and useful citizens. Another case of recent occurrence is that of an old man whose friends appear to have paid his passage to one of the distant northern ports really to get rid of him. On the steamer reaching Sydney he came ashore, spent what little money he had in intoxicants, and after being in Sydney streets for some days ultimately wandered to Parramatta township, where he was taken by the police and finally remitted to this Hospital, a burden for the remainder of his life.

Instances of this class, supported by cases of insane patients landed direct from ships so soon as they reach the ports, seem to suggest a vigilant inspection before embarkation; and some system of reciprocity with the Colonies as regards the pauper and insane.

During the past year many alterations and improvements have been made around and within the Institution. Several of the recreation yards have been freshly laid out, planted, and turfed, and now present a very pleasing and agreeable contrast to their former bare and uncultivated aspect.

In this work the patients have been largely and cheerfully employed with considerable benefit to themselves, as manifested by increased mental quietude and improved bodily health.

The average daily number of patients employed is large, and their labour is distributed through various channels, as in the garden, farm, carpenter's shop, painting, ward cleaning, &c., &c.

The enlargement of the sewing room attached to the female division has afforded accommodation to an increased number of workers, and has been the means of encouraging many patients who were previously idle to join those more profitably engaged.

The amusement of the patients has, as in previous years, received the fullest attention, and many concerts and entertainments have been given, whereby several hundred people have been interested and amused. At various times a great number of the patients visited the Exhibition at the Garden Palace, and I am happy to state that no single instance of annoyance or bad conduct occurred; indeed, the liveliest interest in the Exhibition was taken by the patients generally, and no greater treat has been afforded them than being allowed to visit it. Whilst acknowledging the ready and valuable assistance rendered to the Institution by several amateur companies, I have specially to thank Mr. Ireland, of Balmain, for the generous and intelligent interest he has manifested in the amusement of the patients. He and his company, many of them relatives, have been several times during the year, and on each occasion have succeeded in affording to large audiences a considerable amount of amusement. The amusement room or theatre is large and amply provided with stage appurtenances, and I hope in the current year to meet some of the amateur companies again. I regret to say that by the general public but little interest is manifested in the welfare of this institution and its patients. Whilst the rich and generous freely bestow their gifts upon kindred Institutions, no mark of remembrance ever reaches this. Fortunately a liberal Parliament cheerfully bestows a sum annually for amusements and books, &c. But parcels of old illustrated journals, newspapers, or books are always welcome amongst so large a body of people.

During the year Mrs. Brown, of Cowerwell, presented the Institution with a large parcel of *Illustrated London News*, *The Queen*, and other papers, and the Secretary of the Pillow Mission, with her usual consideration, forwarded a bountiful supply of "Christmas letters, &c," and I can hardly express the delight and thankfulness expressed by those who received them.

Newspaper proprietors might also bear us in mind when making up their parcels, as no newspaper reaches us now, unless paid for.

To the Secretary of the General Post Office we are, however, largely indebted for the very liberal supply of old papers furnished during the year.

The chaplains have diligently and punctually attended to their important duties in visiting the sick and dying, and conducting with regularity the services of their several churches.

A great number of patients, men and women, attended each communion every Sabbath day.

I regret very much to have to report that the new buildings intended for the comfort and reception of the female patients remain almost in the same condition as they were at this time last year. No steps have been taken towards completing them, and this really excellent block of building remains useless and uninhabitable, whilst the female patients are consigned to such accommodation as is a standing reproach to an Institution dedicated to the care and alleviation of the most terrible forms of human suffering.

The main building is in such a condition as demands immediate repair. The safety of those called upon to dwell within its walls necessitates very early attention to this matter, and common prudence would suggest that it should not be much longer neglected.

During the year the water supply has been abundant and good. Fortunately the means taken to repair the dam before the last winter prevented any escape and waste, and throughout the summer we have had a full and wholesome supply. Nevertheless the construction of a dam and causeway as previously recommended, and urgently needed, must sooner or later be undertaken.

The protection of the premises has, to a certain extent, been provided for by the purchase of a fire-engine, with buckets, hose, and necessary appliances. These were much needed, as, in a large wooden structure, the dread of fire seems to be ever present.

By

By the employment of artizan attendants, a carpenter and a painter, much important work has been carried on throughout the various buildings. By their employment useful occupation is also found for some of the patients able and willing to work with them.

The large amount of labour employed during the past year has resulted in improving the comfort and appearance of many portions of the Institution, and in beautifying the gardens and recreation grounds.

The farm and orchard have been carefully cultivated and attended, and the produce of fruit and vegetables has been fairly remunerative. The return this year is rather less owing to the profit on pigs being reduced by the smaller number kept.

During the year the contractors have faithfully carried out their several contracts, and all the articles supplied have been of good quality, and in accordance with samples and conditions.

The stores have been visited frequently during the year by the Inspector General of the Insane and Board of Visitors, and the articles of diet examined and found satisfactory.

The average number of male patients employed in various ways was 206 daily. In the female division the average daily number usefully employed was 45.

The usual statistical tables will be found attached. I have made but one addition to their number, viz., a classification of the admissions for the year of the criminal insane with respect to the period at which insanity was recognised.

The staff of superior officers remains the same as in the last year. To Dr. Beattie, the Assistant Medical Officer, to Dr. Brown, and my more immediate colleagues, I am greatly indebted for zealous assistance and diligent co-operation in carrying on the anxious and increasing business of this large Institution, and for their kind and humane interest in the general welfare of the patients.

The staff of attendants and nurses has undergone but few changes. Collectively, they represent a highly efficient and intelligent body of public servants, cheerfully and contentedly discharging arduous and unpleasant duties with zeal and fidelity. I consider that the discipline of the service has been fairly maintained and every effort made to render the institution useful and efficient.

In the female division, surrounded by many obstacles and disadvantages, the Matron has carried on the duties with her usual good judgment, kindness, and attention, whilst the nurses and others under her control have yielded a ready obedience to her direction, and discharged their several offices with singular humanity and efficiency.

I have, &c.,
CHAS. TAYLOR,
Medical Superintendent.

TABLE 1.

SHOWING the annual number of Patients.

Date.	Free.		Convict.		Total.
	Male.	Female.	Male.	Female.	
31 December, 1867.....	282	195	86	8	571
" 1868.....	297	206	55	8	566
" 1869.....	299	211	53	8	571
" 1870.....	503	216	49	8	776
" 1871.....	524	204	37	8	773
" 1872.....	541	208	33	7	789
" 1873.....	538	208	32	7	785
" 1874.....	525	200	27	7	759
" 1875.....	531	209	23	7	770
" 1876.....	570	199	22	7	807
" 1877.....	580	198	21	6	805
" 1878.....	555	201	60	10	826
" 1879.....	544	203	70	11	828
" 1880.....	553	205	71	10	839

TABLE 2.

SHOWING the Admissions, Re-admissions, Discharges, and Deaths in the Hospital for the Insane, Parramatta (Free and Convict), during the Year 1880.

	Male.	Female.	Total.
In Hospital on 31st December, 1879	563	208	771
	Male.	Female.	Total.
Admitted for the first time during the year	54	25	79
Re-admitted during the year.....	1	1	2
Transferred during the year	18	2	20
	73	28	101
Total under care during the year.....	636	236	872
Discharged or Removed—			
Recovered	25	12	37
Relieved	2	1	3
Transferred	1	1	2
Escaped (and not recaptured)	1	.....	1
Died.....	36	13	49
Total discharged or died during the year	65	27	92
Remaining.....	571	209	780
Average number resident during the year	562	212	774

TABLE 3.

SHOWING the Admissions, Discharges, and Deaths, with the mean Annual Mortality, and the proportion of Recoveries, &c. per cent., at the Hospital for the Insane, Parramatta (Free and Convict), for the Years 1876 to 1880 inclusive.

Year.	Admitted.			Transferred from other Hospitals &c.			Discharged.			Transferred to other Hospitals, &c.	Escaped and not recaptured within 28 days.	Died.	Remain- ing in Hospital 31st December in each year.	Average number resident.	Percentage of recoveries on admissions and re-admissions.			Percentage of Patients relieved on admissions and re-admissions.			Percentage of Deaths on average numbers resident.																						
	For the first time.		Re-ad- mitted.	Recovered.		Re- lieved.	M. F.		M. F.						M. F.		M. F.		M. F.		M. F.																						
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.						M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.																	
1876				88		88	2	1	3	1	1	2				35	10	45	567	201	768	555	208	763							6	30	4	30	5	80							
1877				55	6	61	5		5	4	4	1		1		49	7	56	563	200	763	561	202	763										8	73	3	40	7	34				
1878	1	1	2	60	22	82	3		3	3	3					43	16	59	575	207	782	569	201	770	4	91		3	57	4	91		5	57	7	54	7	96	7	66			
1879	40	20	60	1	1	19	1	20	15	6	21	1	2	18	4	17	42	10	52	563	208	771	564	206	770	37	50	38	57	34	42	2	50	4	76	3	27	7	52	4	47	6	71
1880	54	25	79	1	1	18	2	20	25	12	37	2	1	3	1	1	136	13	49	571	209	780	562	212	774	45	45	46	15	45	67	3	68	3	84	3	70	6	40	6	18	6	33

TABLE 4.

SHOWING the causes of Insanity, apparent or assigned, in the Admissions and Re-admissions in the Hospital for the Insane, Parramatta (Free and Convict), during the Year 1880.

	Male.	Female.	Total.
MORAL :—			
Domestic trouble (including loss of relatives and friends)	2	3	5
Adverse circumstances (including business anxiety and pecuniary difficulties)	3		3
Mental anxiety and "Worry" (not included under above two heads), and overwork		1	1
Religious excitement	3	2	5
Love affairs (including seduction)	2		2
Fright and nervous shock			
Isolation	2		2
Nostalgia			
PHYSICAL :—			
Intemperance in drink	10	1	11
Intemperance (sexual)			
Venereal disease			
Self-abuse (sexual)	1		1
Sunstroke	3		3
Accident or injury			
Pregnancy			
Parturition and the puerperal state		1	1
Lactation		2	2
Uterine and Ovarian disorders			
Puberty		2	2
Change of life			
Fevers			
Privation and overwork		2	2
Phthisis			
Epilepsy			
Disease of skull and brain	2		2
Other bodily diseases and disorders and chronic ill-health	2	1	3
Excess of opium			
Previous attacks			
Hereditary influence ascertained	4	3	7
Congenital defect ascertained	5	3	8
Other ascertained causes	4	1	5
Unknown	12	4	16

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TABLE 5.

SHOWING the causes of Death in the Hospital for the Insane, Parramatta (Free and Convict), during the Year 1880.

	Male.	Female.	Total.
CEREBRAL DISEASE—			
Apoplexy and Paralysis	2	2	4
Epilepsy and Convulsions	2	1	3
General Paralysis	5	.....	5
Maniacal and Melancholic Exhaustion and Decay	12	5	17
Inflammation and other Diseases of the Brain, Softening, Tumour, &c. ....	.....	2	2
THORACIC DISEASE—			
Inflammation of the Lungs, Pleura, and Bronchi	1	.....	1
Pulmonary Consumption	6	.....	6
Disease of Heart and Blood Vessels .....	.....	.....	.....
Cancer of Throat and Tongue	1	.....	1
ABDOMINAL DISEASE—			
Inflammation and Ulceration of Stomach, Intestines, and Peritoneum .....	.....	.....	.....
Dysentery and Diarrhœa	1	.....	1
Albuminuria .....	.....	.....	.....
Disease of Bladder and Prostate .....	.....	.....	.....
Disease of Liver .....	.....	.....	.....
Erysipelas .....	.....	.....	.....
Typhoid Fever .....	.....	.....	.....
General Debility and Old Age	6	3	9
Accident .....	.....	.....	.....
Suicide .....	.....	.....	.....
Total	36	13	49

TABLE 6.

SHOWING the length of Residence in those Discharged Recovered, and in those who have Died in the Hospital for the Insane, Parramatta (Free and Convict), during the Year 1880.

	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month	3	.....	3	.....	2	2
From 1 to 3 months	10	3	13	1	.....	1
From 3 to 6 months	4	5	9	2	.....	2
From 6 to 9 months	3	1	4	1	.....	1
From 9 to 12 months	3	3	6	1	1	2
From 1 to 2 years	1	.....	1	4	.....	4
From 2 to 3 years .....	.....	.....	.....	3	.....	3
From 3 to 5 years .....	.....	.....	.....	5	1	6
From 5 to 7 years	1	.....	1	2	2	4
From 7 to 10 years .....	.....	.....	.....	6	1	7
From 10 to 12 years .....	.....	.....	.....	3	.....	3
From 12 to 15 years .....	.....	.....	.....	.....	1	1
Over 15 years .....	.....	.....	.....	8	5	13
Total	25	12	37	36	13	49

TABLE 7.

SHOWING the Ages of the Admissions, Re-admissions, Discharges, and Deaths, during the Year 1880, in the Hospital for the Insane, Parramatta (Free and Convict).

Age.	Admitted.			Recovered.			Removed, relieved, &c.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
1 to 5 years .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
5 to 10 years .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
10 to 15 years .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
15 to 20 years	2	1	3	1	2	3	.....	.....	.....	.....	.....	.....
20 to 30 years	9	9	18	8	4	12	.....	1	1	2	1	3
30 to 40 years	15	5	20	5	3	8	.....	.....	.....	9	2	11
40 to 50 years	17	7	24	2	2	4	2	.....	2	12	4	16
50 to 60 years	7	2	9	8	1	9	.....	.....	.....	6	5	11
60 to 70 years	3	2	5	1	.....	1	.....	.....	.....	4	.....	4
70 to 80 years	2	.....	2	.....	.....	.....	.....	.....	.....	2	.....	2
80 to 90 years .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1	1	2
90 and upwards .....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Total	55	26	81	25	12	37	2	1	3	36	13	49

TABLE 8.

CONDITIONS as to Marriage in those Admitted and Re-admitted, and in those under care in the Hospital for the Insane, Parramatta (Free and Convict), during the Year 1880.

	Admissions.			Under Care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Single	33	7	40	299	36	335
Married	9	16	25	83	62	145
Widowed.....	5	3	8	24	20	44
Unascertained	8	...	8	230	118	348
Total	55	26	81	636	236	872

TABLE 9.

SHOWING the Religious Profession of those Admitted and those under care in the Hospital for the Insane, Parramatta (Free and Convict), during the year 1880.

Religious Profession.	Admissions.			Under Care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Protestant—						
Church of England	21	11	32	269	92	361
Presbyterian	3	1	4	27	9	36
Wesleyan	6	2	8	16	3	19
Lutheran .....	...	...	...	13	1	14
Other Protestant Denominations .....	...	1	1	...	1	1
Roman Catholic.....	15	11	26	225	116	341
Pagan	3	...	3	33	1	34
Hebrew .....	...	...	...	4	1	5
Mahomedan .....	...	...	...	9	...	9
Unascertained	7	...	7	40	12	52
Total.....	55	26	81	636	236	872

TABLE 10.

SHOWING the Admissions, Re-admissions, Discharges, and Deaths, in the Hospital for the Criminal Insane, Parramatta, during the Year 1880.

	Male.	Female.	Total.
In Hospital on 31st December, 1879	51	6	57
Admitted for the first time during the year.....	21	2	23
Re-admitted during the year .....	.....	.....	.....
Transferred during the year .....	.....	.....	.....
Total under care during the year.....	72	8	80
Discharged or removed—			
Recovered	4	.....	4
Relieved .....	.....	.....	.....
Transferred.....	11	2	13
Escaped (and not recaptured).....	.....	.....	.....
Died	4	.....	4
Total discharged or died during the year	19	2	21
Remaining	53	6	59
Average number resident during the year	47	6	53

TABLE 11.

SHOWING the Admissions, Discharges, and Deaths, with the mean Annual Mortality, and the proportion of Recoveries, &c., per cent., at the Hospital for the Criminal Insane, Parramatta, for the Years 1876 to 1880 inclusive.

Year.	Admitted.			Transferred from other Hospitals &c.			Discharged			Transferred to other Hospitals, &c.	Escaped and not recaptured within 23 days.	Died.	Remain- ing in Hospitals 31st December in each year.	Average number resident.	Percentage of recoveries on admissions and re-admissions.			Percentage of Patients relieved on admissions and re-admissions.			Percentage of Deaths on the average number resident.					
	For the first time.		Re-ad- mitted.	Recovered		Re- lieved.	M.		F.						M.		F.	M.		F.	M.		F.	M.		F.
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.						M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
1876....	6	2	8	1	1	2	4	4	3	3	3	34	6	39	40	66	66	50	00	8	53	7	50			
1877....	10	10	20	1	1	2	3	3	1	2	2	38	4	42	41	27	27	27	27	5	40	4	87			
1878....	8	2	10	1	1	2	2	4	2	2	1	40	4	44	43	25	00	66	36	5	20	4	65			
1879....	16	3	19	12	12	24	5	3	8	1	7	51	0	51	63	31	25	26	31	15	78	6	66			
1880....	21	2	23	4	4	8	4	4	11	2	13	53	6	59	53	19	04	17	39	8	51	7	54			

TABLE 12.

CLASSIFICATION of the Crimes and Sentences of Patients Admitted into the Hospital for the Criminal Insane, Parramatta, during the Year 1880.

Crimes.	Total number admitted during the year.			Period at which Insanity was recognised.											
				Certified to be Insane whilst awaiting trial.			Found Insane by Jury on arraignment.			Acquitted on the ground of Insanity.			Certified to be Insane whilst undergoing sentence.		
	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.	M.	F.	Total.
Murder.....	2	...	2	...	...	...	...	...	...	...	...	...	2	...	2
Attempt to Murder, Maim, &c.	1	...	1	...	...	...	...	...	...	...	...	...	1	...	1
Default of Sureties.....	1	2	3	...	...	...	...	...	...	...	...	...	1	2	3
Indecent Assault.....	3	...	3	...	...	...	...	...	...	...	...	...	3	...	3
Burglary and House-breaking.....	2	...	2	...	...	...	...	...	...	...	...	...	2	...	2
Larceny.....	4	...	4	2	...	2	...	...	...	...	...	...	2	...	2
Arson.....	1	...	1	...	...	...	1	...	1	...	...	...	1	...	1
Cutting telegraph wires.....	1	...	1	1	...	1	...	...	...	...	...	...	1	...	1
Vagrancy.....	4	...	4	...	...	...	...	...	...	...	...	...	4	...	4
Obtaining Money under False Pretences.....	2	...	2	1	...	1	...	...	...	...	...	...	1	...	1
Total.....	21	2	23	4	...	4	1	...	1	...	...	...	16	2	18

TABLE 13.

SHOWING the Return of the Produce from the Garden and Farm of the Hospital for the Insane, Parramatta, during the Year 1880.

Description of Produce.	Total Quantity.	Description of Produce:	Total Quantity.
Cabbage.....	29,995 lbs.	Grapes.....	4,350 lbs.
Turnips.....	12,869 "	Oranges.....	3,438 doz.
Pumpkins.....	7,966 "	Apples.....	41 cases
Carrots.....	3,316 "	Peaches.....	54 "
Lettuce.....	2,053 "	Nectarines.....	3 "
Potatoes.....	700 "	Mandarines.....	9 "
Herbs (assorted for Soup).....	12,120 "	Quinces.....	22 "
Milk.....	4,118 qts.		

Estimated value of Fruit and Vegetables.....	£	s.	d.
Estimated value of Milk.....	471	0	0
Profit on feeding and sale of Pigs.....	100	0	0
Total.....	£623	0	0

APPENDIX C.

HOSPITAL FOR THE INSANE, CALLAN PARK.

Sir,

January 30th, 1881.

I have the honor to submit for your information a report upon this Hospital for the year 1880, and to furnish the usual statistical tables.

The number of patients in Hospital on December 31st., 1879, was 107.

The number admitted during the year 1880 was 59.

Of whom were admitted for the first time..... 52

Re-admitted..... 2

Transferred from other Hospitals..... 5

The number discharged during 1880 was 37.

Recovered..... 18

Relieved..... 2

Transferred..... 5

Died..... 12

The number remaining in Hospital on December 31st., 1880, was 129.

The total number of patients under care during the year was 166.

Of the 52 patients admitted for the first time 8 at least were new arrivals either from England or the neighbouring Colonies.

Particulars, as far as can be gathered, are appended—

T. A., arrived from England about 3 months.

J. M., arrived in the Colony shortly before admission.

W. B., insane on his arrival in an emigrant ship.

W. G., left London March 1st., 1880, admitted to Hospital May 12th., 1880.

W. H. S., sent from Queensland by friends while insane.

F. F., about 12 months in the Colony, during which time he has been twice in gaol with symptoms of insanity.

T. W., arrived in Brisbane late in 1879, travelled overland to Sydney, and was admitted to Hospital June 30, 1880.

H. V., had just arrived from New Zealand.

The general health of the patients has been good, all the deaths having been caused by chronic diseases (principally of the brain) and senile decay.

Of the 12 patients who died 6 were above 58 years of age, and the average age at death was 53 years.

All the dormitories in the new buildings have been occupied, and found satisfactory as regards space and ventilation.

The new airing court attached to ward No. 2 has been laid out and planted and the paths formed. The occupation of this court by patients has relieved the crowded state of No. 2 ward, and has given a much more cheerful view to the patients.

The tar pavement of the temporary buildings has worn very badly, and a great portion has required repairs.

The proportion of patients usefully occupied has been large. Of 129 patients remaining on December 31st, 1880, 55 were daily employed in garden, grounds, wood-yard, kitchen, stores, laundry, carpenters' and blacksmiths' shops, &c.

The gardener and patients assisting him have kept up a constant supply of vegetables for the use of the Hospital, and have considerably increased the amount of land under cultivation in the new garden.

The carpenter and patients under his direction have been busily engaged in preparing minor fittings for the wards, executing the repairs constantly required in the older portion of the buildings, and the additions and improvements so constantly called for in an institution of this kind. The kind of work has been varied, and comprised bricklaying, plastering, paperhanging, blacksmith's work, &c., in addition to the ordinary carpenter's work.

A number of patients working in the grounds have kept in order all plantations and avenues, advanced the trenching of the orchard, and kept up the supply of firewood, a sufficiency of which has been obtained from the grounds.

Notwithstanding the drought, the water supply has been sufficient, the water from the Sydney reservoir flows during the nights and fills the underground tanks in the Hospital, from which enough is drawn during the day to meet all requirements.

A line of telegraph was carried from Balmain to the Hospital, and the necessary instruments fixed on June 19th. This has proved a great convenience, as previous to that date it was frequently necessary to send messengers who could be ill-spared from their duties in the Hospital. The line has also been of service to the contractors for the new Hospital, and is still at their service when required.

The usual Sunday services have been held by the Church of England and Roman Catholic chaplains, and have been attended by large and attentive congregations.

The amusements have been more varied and frequent; the purchase of a piano having permitted the acceptance of various offers made by dramatic clubs to give evening performances. Cricket has been played daily throughout the season, and on most Saturday afternoons matches have taken place against local clubs or the inmates of other Institutions. The patients have also attended the fortnightly dances at Gladesville.

The Petersham and Balmain Alliance Brass Bands each gave several afternoon performances, which were much appreciated, and for which thanks are due to the conductors, Messrs. Douglas and Summers.

The Balmain Royal Amateur Dramatic Club, at the instance of Mr. B. N. Jones, gave two very enjoyable evening entertainments, and thanks are tendered to the ladies and gentlemen taking part therein.

The following donations have been received during the year :—

Mr. J. J., £5.

Mr. G. Allerton, 4 years' numbers of "Graphic" and "Dark Blue" magazine.

St. Leonard's School of Arts, by C. H. Woolcott, Esq., A large quantity of papers, magazines, and periodicals.

Mr. John Keep, A basket of oranges.

Mr. W. Maddock, Books and periodicals.

The officers and attendants have performed their duties cheerfully and well.

I have, &c.,

R. B. SCHOLLES,

Medical Superintendent.

To the Inspector General of the Insane.

TABLE I.

SHOWING the Admissions, Re-admissions, Discharges, and Deaths, in the Hospital for the Insane, Callan Park, during the Year 1880.

	Male.	Female.	Total.
In Hospital on 31st December	107	.....	107
Admitted for the first time during the year	52	.....	52
Re-admitted during the year	2	.....	2
Transferred during the year	5	.....	5
Total under care during the year	59	.....	59
Total under care during the year	166	.....	166
Discharged or removed—			
Recovered	18	.....	18
Relieved	2	.....	2
Transferred	5	.....	5
Escaped (and not recaptured) .....	.....	.....	.....
Died	12	.....	12
Total discharged or died during the year	37	.....	37
Remaining	129	.....	129
Average number resident during the year	120	.....	120

TABLE 2.

SHOWING the Admissions, Discharges, and Deaths, with the mean Annual Mortality and the proportion of Recoveries, &c., per cent., at the Hospital for the Insane, Callan Park, during the Years 1879 and 1880.

Year.	Admitted.		Transferred from other Hospitals, &c.	Discharged.		Transferred to other Hospitals, &c.	Escaped and not recaptured within 28 days.	Died.	Re-remaining in Hospital 31st December in each year.	Average number resident.	Percentage of recoveries on admissions and re-admissions.			Percentage of Patients relieved on admissions and re-admissions.			Percentage of Deaths on average numbers resident.				
	Admitted for the first time.	Re-admitted.		Re-covered.	Re-admitted.						M. F. Total.			M. F. Total.			M. F. Total.				
											M.	F.	Total.	M.	F.	Total.	M.	F.	Total.		
1879..	16	16	54	54	1	1	2	2	3	3	1	1107	107	56	56	6.25	6.25	12.5	12.5	1.78	1.78
1880..	52	52	6	6	18	2	2	6	5	12	12	129	129	120	120	33.33	33.33	3.70	3.70	10.00	10.00

TABLE 3.

SHOWING the causes of Insanity, apparent or assigned, in the Admissions and Re-admissions, in the Hospital for the Insane, Callan Park, during the Year 1880.

	Male.	Female.	Total.
MORAL—			
Domestic trouble (including loss of relatives and friends)	2	.....	2
Adverse circumstances (including business anxiety and pecuniary difficulties)	2	.....	2
Mental anxiety and "Worry" (not included under above two heads), and overwork...	1	.....	1
Religious Excitement	1	.....	1
Love affairs (including seduction).....	.....	.....	.....
Fright and nervous shock .....	.....	.....	.....
Isolation.....	.....	.....	.....
Nostalgia .....	.....	.....	.....
PHYSICAL—			
Intemperance in drink	6	.....	6
Intemperance (sexual).....	.....	.....	.....
Veneral disease	1	.....	1
Self-abuse (sexual) .....	.....	.....	.....
Sunstroke	5	.....	5
Accident or injury	4	.....	4
Pregnancy .....	.....	.....	.....
Parturition and the puerperal state .....	.....	.....	.....
Lactation .....	.....	.....	.....
Uterine and Ovarian disorders .....	.....	.....	.....
Puberty .....	.....	.....	.....
Change of life .....	.....	.....	.....
Fevers.....	.....	.....	.....
Privation and overwork .....	.....	.....	.....
Phthisis	1	.....	1
Epilepsy	2	.....	2
Disease of skull and brain	3	.....	3
Other bodily diseases and disorders and chronic ill-health	1	.....	1
Excess of opium	1	.....	1
Previous attacks	4	.....	4
Hereditary influence ascertained	5	.....	5
Congenital defect ascertained	2	.....	2
Other ascertained causes.....	2	.....	2
Unknown	16	.....	16

TABLE 4.

SHOWING the causes of Death in the Hospital for the Insane, Callan Park, during the Year 1880.

	Male.	Female.	Total.
CEREBRAL DISEASE—			
Apoplexy and Paralysis	1	.....	1
Epilepsy and Convulsions	2	.....	2
General Paralysis	1	.....	1
Maniacal and Melancholic Exhaustion and Decay .....	.....	.....	.....
Inflammation and other Diseases of the Brain, Softening, Tumour, &c.	1	.....	1
THORACIC DISEASE—			
Inflammation of Lungs, Pleura, and Bronchi.....	2	.....	2
Pulmonary Consumption .....	.....	.....	.....
Disease of Heart and Blood Vessels.....	.....	.....	.....
ABDOMINAL DISEASE—			
Inflammation and Ulceration of Stomach, Intestines, and Peritoneum .....	.....	.....	.....
Dysentery and Diarrhoea.....	.....	.....	.....
Albuminuria .....	.....	.....	.....
Disease of Bladder and Prostate	2	.....	2
Disease of Liver .....	.....	.....	.....
Erysipelas .....	.....	.....	.....
Typhoid Fever .....	.....	.....	.....
General Debility and Old Age	3	.....	3
Accident.....	.....	.....	.....
Suicide .....	.....	.....	.....

TABLE 5.

SHOWING the length of residence in those Discharged Recovered, and in those who have died in the Hospital for the Insane, Callan Park, during the Year 1880.

	Recovered.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.
Under 1 month .....	...	...	...	1	...	1
From 1 to 3 months	6	...	6	2	...	2
From 3 to 6 months	3	...	3	3	...	3
From 6 to 9 months	6	...	6	2	...	2
From 9 to 12 months	1	...	1	...	...	...
From 1 to 2 years	2	...	2	3	...	3
From 2 to 3 years .....	...	...	...	1	...	1
From 3 to 5 years .....	...	...	...	...	...	...
From 5 to 7 years .....	...	...	...	...	...	...
From 7 to 10 years .....	...	...	...	...	...	...
From 10 to 12 years .....	...	...	...	...	...	...
From 12 to 15 years .....	...	...	...	...	...	...
Over 15 years .....	...	...	...	...	...	...
Total	18	...	18	12	...	12

TABLE 6.

SHOWING the ages of the Admissions, Re-admissions, Discharges, and Deaths during the Year 1880, in the Hospital for the Insane, Callan Park.

Age.	Admitted.			Recovered.			Removed, relieved.			Died.		
	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.	Male.	Female.	Total.
1 to 5 years .....	...	...	...	...	...	...	...	...	...	...	...	...
5 to 10 years .....	...	...	...	...	...	...	...	...	...	...	...	...
10 to 15 years .....	...	...	...	...	...	...	...	...	...	...	...	...
15 to 20 years	1	...	1	...	...	...	...	...	...	...	...	...
20 to 30 years	15	...	15	5	...	5	...	...	...	...	...	...
30 to 40 years	15	...	15	8	...	8	2	...	2	2	...	2
40 to 50 years	11	...	11	2	...	2	...	...	...	4	...	4
50 to 60 years	8	...	8	1	...	1	...	...	...	3	...	3
60 to 70 years	3	...	3	2	...	2	...	...	...	2	...	2
70 to 80 years	1	...	1	...	...	...	...	...	...	1	...	1
80 to 90 years .....	...	...	...	...	...	...	...	...	...	...	...	...
90 and upwards .....	...	...	...	...	...	...	...	...	...	...	...	...
Total	54	...	54	18	...	18	2	...	2	12	...	12

TABLE 7.

CONDITIONS as to Marriage in those Admitted and Re-admitted and those under care in the Hospital for the Insane, Callan Park, during the Year 1880.

	Admissions.			Under Care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Single	27	.....	27	96	.....	96
Married	24	.....	24	58	.....	58
Widowed	2	.....	2	9	.....	9
Unascertained	1	.....	1	3	.....	3
Total	54	.....	54	166	.....	166

TABLE 8.

SHOWING the Religious Profession of those Admitted and Re-admitted and those under care in the Hospital for the Insane, Callan Park, during the Year 1880.

Religious Profession.	Admissions.			Under Care.		
	Male.	Female.	Total.	Male.	Female.	Total.
Protestant—						
Church of England	26	.....	26	72	.....	72
Presbyterian	7	.....	7	15	.....	15
Wesleyan	1	.....	1	6	.....	6
Lutheran	2	.....	2	2	.....	2
Other Protestant Denominations	4	.....	4	6	.....	6
Roman Catholic	13	.....	13	58	.....	58
Pagan .....	...	.....	...	3	.....	3
Hebrew .....	...	.....	...	...	.....	...
Mahomedan .....	...	.....	...	1	.....	1
Unascertained	1	.....	1	3	.....	3
Total	54	.....	54	166	.....	166

1881.

NEW SOUTH WALES.

NAUTICAL SCHOOL SHIP "VERNON."

(REPORT FOR THE YEAR ENDED 30 JUNE, 1881.)

Presented to Parliament by Command.

The Superintendent N.S.S. "Vernon" to The Under Secretary of Public Instruction.

Sir,

N.S.S. "Vernon," 1 July, 1881.

I have the honor to submit my Annual Report of the Nautical School Ship "Vernon," for the year ended 30th June, 1881, for the information of the Minister of Public Instruction.

2. The usual tables (fourteen in number) are embodied, and give particulars of the business and conduct of the institution for the past twelve months, with but little need of explanation. Table 1 shows the admissions and discharges, and it will be seen that these outnumber those of any preceding years, 108 having been received, and ninety-two discharged.

3. The sanitary condition of the inmates still retains its high standard, and will compare favourably with any other establishment of a like nature. The total number of cases of sickness of all kinds for the year was fifty-one; and this would not have been reached had it not been for measles attacking over thirty of the lads, owing, as I have reason to believe, to the disease having been imported here by visitors during the prevalence of the complaint in Sydney.

4. The boys, when sent to the ship, are usually in the poorest condition, through the neglected life led on shore, and suffering from skin disease, want of proper nourishment, effects of dirt, vermin bites, &c. The rapidity with which a change in their health and physique is effected by the wholesome diet and discipline of the ship must be considered satisfactory. A case was not long ago reported in the columns of the daily press of Sydney giving an idea of the condition in which children are sent here; and a perusal of a short extract which I beg leave to quote from one of the metropolitan newspapers will lead to a conception of what is not the least of our difficulties. Five children, four of whom were sent here, were apprehended under the following conditions:—They had formerly been inmates of one of our asylums, from whence they had been removed upon the petition of their father, and the manner in which this man fulfilled his parental duties is thus described:—

"The father, dissolute and vicious, in company with a worthless woman, led a life of disgusting savagery, camped at the water reserve, Moore Park; the whole party slept on the ground, without any covering except their ragged clothes, until they literally sweltered in filth and vermin. The sergeant upon approaching them at 8:30 p.m. found the stench sickening, the children in a frightful state,—half famished, diseased, nearly blind with ophthalmia, so dirty that they looked like blacks, and covered with the veriest rags. They were brought up at the Water Police Court, where they excited both pity and abhorrence."

5. No deaths have occurred during the past six years, and at the present date, among a total ship's company of 180, there is but one case of illness of any kind,—a boy suffering from general debility, who is quickly gaining strength under generous diet.

6. The usual drills have been engaged in, and with satisfactory results, the smartness, healthiness, and improved bearing of the boys testifying to the value of this part of the system of training, which is carried out, as far as is practicable, according to the routine of duties upon the training ships at home. Gun, musketry, cutlass, and a portion of the light infantry drills have been regularly prosecuted, in addition to fire-drill, sail-drill, manning yards, pulling and sailing boats, knotting, splicing, &c., and we are at present employed in thoroughly overhauling the spars and rigging, in the accomplishment of which we have stripped the vessel to the lower masts, and have found it necessary to remove the main lower-mast and replace it with a new spar. This is as heavy work as can be done by the crew of any vessel, entailing the handling of masts and yards some tons in weight. Upon the completion of the process of refitting, which will yet occupy some time, the experience gained will doubtless prove of much practical value to those among the older boys likely to adopt the sea as a profession.

The great value of a systematic course of drilling in all schools, but more especially in those of the nature of this institution, in being conducive to order, improvement of bearing, and personal neatness, with other reasons, are now generally recognised by all competent authorities.

7. Where so large a number of boys is congregated as is the case on board—many of them very small—it is a matter of importance that the most perfect discipline should obtain, as serious results would be likely to occur in the event of fire and other accidents taking place. As a practical proof of the order on the "Vernon," I would instance the case of an outbreak of fire in the store-room, where large quantities of oil, tar, pitch, and other inflammable goods are kept, on the 27th January last, at 3 a.m., when, with the exception of the officer on watch, every one was asleep.

Annual Report, 1881.

Tables giving full particulars appended. Admissions and discharges more than in former years.

Satisfactory sanitary condition. Total number of cases of sickness, fifty-one.

Boys sent on board in a dirty, debilitated condition.

An instance of the condition in which boys are received.

No deaths for six years.

Usual drills.

Important work now being performed.

Value of drill as a reformative agent.

Safety of boys requires perfect discipline.

Outbreak of fire on board at 3 a.m.

Fire speedily
quelled by boys,
who showed
coolness.

The boys behaved well and quietly, and showed promptitude and coolness under trying circumstances; they rigged the engines and hoses, having large supplies of water from the four various means of supply; they got the boats ready for lowering; small boys mustered on poop, &c., in a very short time from first alarm.

Much other work
performed.

8. In addition to the various drills and time occupied in school, many other duties are performed by the boys which fully occupy their time: Decks are to be washed daily, outside of vessel to be cleaned, boats to keep in order, water to be procured in our pinnace from the shore and pumped into the hold four times weekly, clothes to be washed—this is done three times weekly, each boy washing his own—clothes to make and repair, hammocks and beds to make, repairs to ship, rigging, boats, &c.

Value of labour
on board.

The estimated monetary value of the work done on board will be gathered from the following industrial return for the past year:—

Monetary value
of industrial
training—£1323.

72,000 pieces of clothing washed, 1½d.	£450	0	0
Painting ship, inside and out, three times yearly	50	0	0
„ masts and yards	12	0	0
„ boats	10	0	0
General rigger's work	100	0	0
Repairing awnings, sails, tarpaulins, &c., hammock clews	30	0	0
Making and repairing hammocks, beds, &c.	50	0	0
Making hoods for hatches, hammock-cloths, &c.	30	0	0
Cooking and general steward's work for officers and crew, performed by 1 officer with 11 boys as assistants	175	0	0
Fishing-net making and repairing	45	0	0
General blacksmith work performed	100	0	0
Carpenter's work—constructing hospital with fittings, repairing spars, boats, book-presses, forms, and general work	120	0	0
Repairs to clothing	50	0	0
Jumpers made, 269, at 2s.	26	18	0
Trousers, 266, at 2s.	26	12	0
Flannels, 446 at 1s. 6d.	39	9	0
Caps, 207, at 1s.	10	7	0
Total	£1,323	6	0

To this should be added the value of the time occupied by the officers in instructing the boys in the trades, seamanship, &c.

Recreation.

9. While it will be seen from the foregoing that the boys have been kept well occupied during working hours, the necessity of providing recreation for their leisure time has not been overlooked. An excellent library well stocked with illustrated periodicals—the works of Dickens, Ballantyne, Marryat, and other well known authors, with abundance of chess-boards, draughts, dominoes, solitaire and other games, is open for their amusement of an evening; solo and chorus singing are much indulged in; entertainments with a dissolving view apparatus have been given; cricket and other games on Cockatoo Island, while frequent excursions on Saturdays up Middle Harbour, Lane Cove, and various parts of the harbour have taken place. During the summer months fishing (both net and line) has been largely engaged in, and proved a great source of enjoyment. I have personally instructed a large number in the proper mode of net-fishing, and many large hauls of fish of all kinds have been made on the various beaches about Balmoral. At the usual regattas the gun-boat and firing party have on every occasion been supplied by us; and at the last Anniversary Regatta we were successful in winning a prize of £5 5s. for rowing. All of these amusements are open to every one on board, and deprivation of them forms our principal corrective measure for misconduct, the disciplinary method of treatment in force being based upon a class and mark system initiated by me in 1878, which has proved successful in its results, and enabled us to dispense with a large amount of corporal punishment. Although the greater portion of our lads come on board with the worst of characters, their conduct on board has been satisfactory, and has given us but little uneasiness or cause for anxiety.

Excellent library

Boys experi-
enced net-fishers

Attendance at
regattas.

System of re-
wards and
encouragement for
good behaviour.

System initiated
in 1878 proves
successful.
Good behaviour
of boys during
year.

Vocal and in-
strumental
music now
taught.

10. Since my last report two important additions have been made to the routine of duty on board—the teaching of vocal music and the establishment of a brass band. The singing is systematically taught under the “tonic-sol-fa” method, and fair progress is being made. The boys forming the brass band—the instruments for which were presented by the Sydney and suburban residents—commenced their instruction in November last, and are progressing rapidly and successfully under the tuition of the band-master and bugler, who deserve praise for their unwearied good temper and patience. The boys are now able to play well some twenty tunes, and the band is a great source of pleasure and amusement not only to the inmates of the institution but to the surrounding neighbourhood.

Gratifying visits
from former
inmates.

Kindly feeling
towards Com-
mander and
officers on part
of former in-
mates.

Letter from one
who had years
ago been a boy
on board.

11. We have had several visits from boys who have at different times been members of the ship's company, and a large number of letters from “old boys” has been received.

I have not thought it out of place to give here copies of a few among a number recently to hand, as the best evidences of the kindly feeling entertained towards their old officers and companions by boys who have left the ship.

One who has long completed his term of apprenticeship is now in business for himself. He thus writes under date of yesterday:—

Dear Sir,—I received your letter, and you will excuse my not answering your kind and friendly note before. I am progressing very favourably with my business, and am getting to be very well known amongst business people. You asked me if I was married. Well, you were correctly informed. I must say I am far better off married than I was single. On the whole, I am enjoying life as well as man can expect. I must now conclude with best respects and kind wishes. I am, yours respectfully,

Letter from boy
apprenticed to
sea.

My dear Captain,

“I have now got a good place and I like the island very well, and I am learning to be a farmer and a seaman also. I had a very pleasant trip in the “Alacrity.” We came from Sydney in three days. We had fair winds; we were just in time to see the sham fight; I have fine sport pig-hunting and fishing and goat-hunting. Captain Armstrong is very kind to me, and gives me plenty to eat and drink. Captain Armstrong gave me a very nice rifle and bayonet.

I remain your friend,

J. G.
My

Lord Howe's Island.

My dear friends,

I now sit down to write these few lines to you, hoping to find you all well on board, as I am all right myself at present. I am getting on very well up here, and were you coming up, and tell Jacob Spence to write to me as soon as he can to let me know how he is getting on. The weather is very fine. Give my kind wishes to all, and Mr. Komp, and Mr. Gorman, and Mr. Bailey.

Lemon Grove, Paterson, 21 July, 1880.

Yours truly,
P.M.

Dear Sir,

I now sit down to write you a few lines, hoping to find you in good health, as I am myself at present. We had a very long passage again, and I did not like to write to you before, as I wanted to see as much of London as I could. I went on board the "Exmouth," and it opened my eyes when I saw how large she was. Captain Boucher made me quite at home, and was very glad to see me; he sent a boy to show me all round the ship. She has five decks altogether, and 601 boys on board; they have got all sorts of amusements for the boys; they have got a splendid brass band, with forty-five players in it. They have got no boatswains on board—they call everything away with the bugle. You could stow the "Vernon" in the water-ways without knowing she was there. There is twenty-eight officers altogether. I was also at the Crystal Palace. I was out of my time a month ago, but I am going back A.B. and donkey-man. Respects to my best friends.

Gladstone, East India Docks, London, September, 1880.

P.M.

My dear Sir,

I have much pleasure in letting you know where I am and how I am getting on. I am very happy here, and will soon be going to Sydney, when I will go to see you and all on the ship, and also my father, who has written to me, and has also been to see Mrs. Barton, at Ryde. I will be able to tell you better what I have seen and how I am getting on when I see you, so will conclude for the present, and

Dubbo, 5 February, 1881.

Remain yours, &c.,
D. G.

My dear Sir,

I write you these few lines to let you know how I am getting on with my work. People are very kind to me. I see plenty of native cats and opossums, and wallaby and bandicoots, and it is a very nice place. We caught a native cat on Sunday night; and there is a boy and a man working with me, and we are treated well. We have very good bedding; we are very comfortable, and we have good food; and the boy is a very good mate to me, and we both go together for the cows and horses. We have five horses and three cows. That is all I have to say at present.

Eisenfels, Nattai.

I remain, &c.,
J. V.

Dear Sir,

I am very thankful to you for getting me a good situation. I have got a very good master and mistress, and they are very kind to me, and I haven't got much work to do. My master often takes me out to his farm, about 8 miles, for a nice ride, and I enjoy myself very well. Dear sir, there is a circus coming up into Singleton very soon, and he is going to let me go to all sorts of amusements. Dear sir, I like Singleton very well; it is a very nice town. There is two or three "Vernon" boys besides me. I often see young Freeman, and Dummicks told me that he seen M'Lean. He lives about eight or nine miles out of the town, and young Freeman often see him, and he said he has got a very good master too. Dear Captain, would you let me know how Mr. Plummer is getting on; and who does he get to teach the tablet class instead of me? Dear sir, do not forget to answer this. That's all I have got to say at present.

Singleton.

I remain, &c.,
E. G.

Dear Sir,

I now take the pleasure of writing to you, hoping to find you and all my comrades enjoying the best of health. I wrote to you some time ago, but received no answer. Perhaps it did not reach your hands safely. Dear sir, I may now mention that my time of apprenticeship is nearly expired, and during my services to Mr. Cook I have found him, in every respect, an excellent master, and I have done all in my power to please him, and I have never wanted for anything. Dear sir, I think that I may stay with Mr. Cook after my time is up, as I do not think I can do better, having no idea of travelling about by myself. So, trusting this will find my old comrades all well,—

Quirindi, 22 Oct., 1880.

I remain, &c.,
W. R.

Dear Sir,

I thought I would write to you to let you know how I am getting on. I have had no beatings, but I deserved them over and over again, but the Mr. has often threatened me about it. You know that I can scheme a bit when I like, and that is what makes the master angry. I hope you are quite well, as I am myself just now. Give my best respects to Mr. Gorman and Mr. Mason, and tell them I have forgotten my past follies, and for the future I am going to be a good boy, because I know it will be for my own benefit. I hope all the boys are all quite well on board the ship. When you write, dear sir, tell me where Fraser went to. Give my best regards to Mrs. Neitenstein. And now I must say good night, with best regards to all on board.

Giro Station, 2 February, 1881.

I remain, &c.,
E. R.

Dear Sir,

I now take the pleasure of writing these few lines, hoping they will find you in good health, as it leaves me at present. I received your kind and welcome letter, and was glad to hear from you. Owen Tout told me that he went and seen the "Vernon" when he went to Sydney. I will come and see you when I come down. I finished my time the 29th of May, and I am still living with Mr. Mackay, and I don't think I will leave.

Upper Manning River, July, 1880.

I remain, &c.,
W.H.G.

The Superintendent, N.S.S. "Vernon."

Sir,

I am now six months living with my master, Mr. Waller. I am doing well and trying to be a good boy. My master says he likes me very well and he is kind to me. He put £2 12s. in the Bank for me. With loving and respectful regards,—

"The Grange," Wallarobba, 26 June, 1881.

I am your little friend,
J. McL.

12. On Sundays the boys have been landed in fine weather to attend Divine Service, marching about 2 miles to their respective churches, under the charge of officers. Religious instruction has also been regularly conducted on board, under the superintendence of the Reverend Messrs. Tress (C.E.), Dillon, Muraire, Tressallet (R.C.), and Mr. Ludovic, of the "Marist Brothers"; and the Sunday-school is under the control of Mr. Chilcott, who is assisted by a number of ladies and gentlemen, members of the congregation of St. Mary's, Balmain. To all these ladies and gentlemen too much praise cannot be awarded for their kind and generous efforts on behalf of my boys, who are sincerely appreciative of the interest taken in them.

Religious instruction.

13. A general idea of the educational attainments will be gathered from the particulars furnished in the attached table. The school is presided over by a duly certificated teacher, and is arranged upon a plan by which each boy receives three hours' schooling daily—one half the inmates attending in the morning and the remainder in the afternoon. A number of the younger and more ignorant, however, attend on both occasions, and this brings the average number present at each lesson to about 105. This accomplishes fair work, and is productive of as good results as can be expected, seeing that the majority only stay here twelve months prior to being apprenticed, and that they arrive on board for the most part entirely uneducated. At the last inspection by Mr. District Inspector M'Creddie, the following results were given in the "Observation Book":—

Educational attainments.

Assistant school-master needed.

Attainments.

First class.

Reading, fair to very fair.
Spelling, moderate.
Writing, fair.
Arithmetic, tolerable
Attention, fair.

Object lessons, tolerable.
Mental effort, tolerable.
Mental culture, tolerable.
General proficiency, tolerable.

Second

Second class.

Reading, fair.	}	Geography, fair.
Writing, fair.		Attention, very fair.
Dictation: writing, fair; spelling, $\frac{4}{5}$		Mental effort, tolerable.
Arithmetic, } indifferent to moderate.		General proficiency, tolerable.
Grammar, }		

Third class.

Reading, fair to very fair.	}	Geography, moderate.
Spelling, fair to very fair.		Mental effort, fair.
Writing, very fair.		Grammar, barely tolerable.
Dictation, moderate.		Attention, very fair.
Arithmetic, indifferent.		General proficiency, tolerable.

Observations upon the organization and discipline:—Order and discipline, good.

J. M'CREIDIE,
District Inspector.

14. The expenditure per head is shown by Table 10, the net cost being £23 13s. 10d., or a reduction upon last year's cost of £4 per head.

	Gross cost each,	1875	...	£	s.	d.	...	Total expended, £4,239
A daily number of 54 boys more maintained than in 1875, at £400 less cost.	do.	1876	...	41	0	0	...	do. 3,856
	do.	1877	...	35	0	0	...	do. 3,779
	do.	1878	...	36	15	0	...	do. 3,660
	do.	1879	...	36	1	9	...	do. 3,264
	do.	1880	...	28	7	9	...	do. 3,656
	do.	1881	...	28	11	3	...	do. 3,774
	do.	1881	...	24	13	5	...	do. 3,774

Not cost less than in any previous year.

Parents extremely reluctant to contribute.

See Reports, 1878, 1879, 1880. Magistrates should have power to make orders to contribute when sending boys here. Boys apprenticed to good situations enticed away by relatives. Example.

Another example.

History of a boy twice sent here under Industrial Schools Act who was enticed from a good situation by his father.

This gross cost is further reduced by contributions of relatives to £23 13s. In this amount is included the whole cost of repairs, painting, and other items, and the substantial reduction which has this year taken place is attributable to several causes, amongst which are the increase in our numbers, economy of expenditure, and contributions exacted from relatives of inmates. Of these persons it is right to state that they pay the smallest weekly sums, some as low as 1s. 6d., and only do so upon compulsion and after much trouble and patience is exercised to compel them to do so. £150 was paid into the Treasury this twelve months, being £34 more than last year. The difficulty experienced by me in performing this portion of my duties, which entails much correspondence, attendance at the Police Courts, and unpleasantness, has been shown in my last two Annual Reports. In 1880 I quoted from the Report of the Inspector of Industrial Schools in Victoria, and the suggestions made by Mr. Neale would cause a decided improvement, if they could be embodied in the Act in force in this Colony. These persons, many of whom are in easy circumstances, should, when able to pay, be made to feel the weight of their parental obligations, and the State should not be saddled with the whole expense attendant upon their criminal negligence.

15. The usual difficulty has occurred with some of the boys' parents upon the apprenticing of the children, and several employers have had their apprentices enticed away by these people, to the ultimate misfortune of the lads. One gentleman, who is a country clergyman, wrote to me a few weeks ago:—"C.M. has behaved well since he came here, but it certainly is not pleasing to hear, just after we have incurred the expense of clothing him, that his mother is planning to regain possession of him; we hardly know what to do, for access to this place is so easy that if she is determined it will not be difficult to decoy the boy away.—G.B." Another gentleman thus reports:—"Dear sir,—The conduct of the boy was all I could wish for while with me, but through his mother he has left me, and I have not been able yet to get him back.—J.P." The history of another boy, named G.T., will convey an impression of the length to which these persons will go to regain possession of their sons; and it will also show how, this being accomplished, they take no further interest in them, but permit the unfortunate children to roam about the streets, neglected and uncared for. This boy was first sent here in the latter part of the year 1879, aged 11 years, under the Industrial Schools Act; character, as stated in record-sheet, very bad. Prior to this, however, the extent to which his parents looked after him may be understood by the fact that he had been on various occasions convicted of stealing watches, money, confectionery, eggs, and tobacco. After being here twelve months, during which time his father petitioned for his release without success, he was apprenticed to a well-known gentleman, a Magistrate in the Albury district. This gentleman being unable to come on board himself, deputed a friend, resident in Sydney, to conduct the boy from the ship to the station, and he accordingly left here on the 15th January of this year. Two days after Mr. Ross wrote: "My apprentice absconded on the 17th, when Mr. F. was taking him from the vessel to the train; his mother took possession of him, and he had to call the police to his aid to prevent a rescue, and she told the boy as soon as possible. I spent a good sum in providing him with suitable clothes, all of which he has taken with him.—A. Ross." Four months after this he was brought on board again, under committal from the Water Police Court, on the 30th May, 1881, for being found in company with reputed thieves. He informed me that his father had sent him £3 to pay his passage to Sydney and to abscond from Mr. Ross's service. Upon his arrival on board he was found to be barefooted, covered with the dirtiest rags, and verminous; he had been convicted of stealing a cash-box and its contents from a house in Crown-street; he said he had done nothing but "knock about" since his return home, excepting working at a gingerbeer shop for a little more than a week.

"Vernon" has been 14 years in existence as an Industrial School. Résumé. 1,012 boys admitted.

16. The "Vernon" is now entering upon the fifteenth year of her existence in her present capacity, having been proclaimed an Industrial School on the 6th May, 1867, the first boy being sent here from the Central Police Court, Sydney, on the 20th of that month. Fourteen years have therefore passed away since her establishment, and during that time 1,012 boys have been admitted on board, the majority from Sydney; but nearly every Police Court in the Colony has sent us lads under the Industrial Schools Act of 1866. How this large number has been disposed of will be seen from the following particulars:—

Admitted on board during fourteen years	...	...	...	...	...	1,012
Apprenticed, or otherwise discharged	...	...	...	...	...	847
Remaining on board, 30th June, 1881	...	...	...	...	...	165

Of

Of the conduct of those apprenticed whose period of service is yet unexpired, and who are now completing their indentures, the following reports have been made to me within the last few weeks by the masters of the boys, in reply to my half-yearly circular :—

153 good.
9 indifferent.
5 absconded.
8 cancelled indentures (returned).
23 no report yet received.

Application has been made to the Inspector General of Police to cause an inquiry to be made into those cases where no reports have been received, and upon this being done the number of "goods" will probably be still further increased. As has been the case hitherto where persons have neglected to reply to my circular, the police have visited their residences and had personal interviews with both master and apprentice in the majority of such cases, finding satisfactory relations existing between master and boy. Of the eight boys returned with indentures cancelled during the twelve months just ended, one was sent back on account of severe illness; two were returned, as it was not considered that their employers were treating them properly; one was returned in order to be discharged to his father, and four for alleged ill conduct.*

Supervision explained.

17. Eleven boys have been apprenticed as sailors during the year, and all these are doing well. Most of our boys have a desire to go to sea, but, for the reasons detailed in my previous reports, much difficulty is experienced in procuring them suitable ships, in order to gratify their desire. Several more would, however, have gone this year had I been able to obtain authority to apprentice them before their proposed vessels sailed from port. The boys in the service of the Australasian Steam Navigation Company occasionally come on board during the stay of their ships in harbour, and in every instance have expressed satisfaction with their mode of life. What their employers think of them may be ascertained from the two following letters :—“Australasian Steam Navigation Company, Sydney, 1st April, 1881. Captain F. W. Neitenstein, Nautical Training Ship ‘Vernon.’ Sir,—In answer to your letter of the 29th ultimo, as to the conduct of the lads apprenticed to the Company from the ship under your charge, I have to say that we have received very satisfactory reports of their conduct and their willingness to learn from the different commanders under which they are placed.—I have, &c., H. E. NEWSHAM, Acting Secretary.” The other letter is as follows :—“Strange enough, one of your boys has just been with me requesting employment. He is out of his time, and bears a good character from Captain Fison, with whom he served. The others are apparently very decent, steady lads.—Yours truly, T. KNIGHT, Marine Superintendent.” Favourable reports have also been received from Captain J. C. Ellis, of Newcastle, and other shipowners having our lads as sailors.

All boys who have gone to sea during year are doing well.

Boys in service of A.S.N. Company.

Gratifying letter from the Company.

Boy who has served his time still following a seafaring occupation.

Best proof of the success of the “Vernon” as an Industrial School to be gained from opinions of those who have had apprentices from here.

18. With respect to the boys who are apprenticed to other pursuits, the best practical proof of the success attained by the “Vernon” in rescuing the neglected and vicious youngsters of the Colony may be gained by a perusal of letters, reports recently received, &c., which can be seen on board. I beg to quote a few extracts.

Mr. G. S. W. writes the following gratifying letter of the conduct of his apprentice who was bound to him after being twelve months on the “Vernon :—“The Grange, Wallarobba. The boy J. Mc., apprenticed from your ship to me, has turned out very satisfactory; in fact I was quite surprised to find that the boy was imbued with such good moral and religious ideas, and which I consider speaks volumes for what I might call the Christian training that he received. Doubtless a good many of the poor boys get into very bad hands, and then all is lost.—I am, sir, yours truly, G. S. W. I have told the boy to write to you.”

Of a boy who had been several times convicted prior to coming here, and who arrived on board with an especial bad character from the police, his master, a well known Magistrate of the Colony, thus reports, under a letter of this day's date.

Mr. J. R. Fairfax writes :—“In reply to your circular of the 5th instant, I am able to say that the lad Joseph Belpit Still conducts himself in a satisfactory manner. He has £10 2s. 6d. deposited in his name at the Savings Bank. I have requested him to write to you.”

Mr. J. R. Fairfax, S. M. Herald Office.

Mr. William Cook reports :—“I take much pleasure in answering your letter. The boy Featherstone is very good in all ways. I would not wish for a more attentive and willing boy.”

Mr. William Cook reports.

Mr. A. T. Bolton thus writes :—“In reply to your circular of 31st January, I have pleasure in stating that the apprentice referred to has up to the present behaved himself very well, and, I may add, has given me almost entire satisfaction.”

Mr. A. T. Bolton thus writes.

Mr. P. D. Blake reports :—“Bethel informs me that it is not unusual for the boys to be allowed to see their old messmates. I have therefore taken the liberty of sending him to the ship to-day without asking your leave; kindly let me know if I have broken any rules. Bethel has behaved himself very well indeed since he has been with me, and has given me general satisfaction.”

Mr. P. D. Blake reports.

Mr. H. P. Stacy writes as follows :—“I beg to acknowledge receipt of your letter of the 11th instant, and in reply beg to report that the boy apprenticed to me has conducted himself very well.”

Mr. H. P. Stacy writes as follows.

Mr. F. Stennett says :—“I have the honor to acknowledge your letter of 21st ultimo, in reference to my apprentice, Percy Medler, and have much pleasure in reporting favourably of his conduct generally. I find him attentive to his duties, obedient, and I believe honest.”

Mr. F. Stennett says.

Mr. E. H. Barton writes :—“I am in receipt of your circular letter, No. 81/71, of the 31st January, 1881, and in reply have much pleasure in stating that I am much pleased with the manner in which David Gibson has conducted himself, and have every hope as well as the desire to see him become a very useful member of society.”

Mr. E. H. Barton, of Cowal, writes.

Mr.

* Since writing particulars of boys' conduct, I have received this day, 1st July, through the kindness of the Inspector General of Police, reports from the Police in charge of the various districts, giving the result of their inquiries into those cases where masters had not replied to my circulars. Of the twenty-three boys of whom, as stated above, no reports were made, twenty receive very good characters, two have misconducted themselves, and in the remaining case the master showed so much indignation at the police making inquiry that he refused to give any information. I have since been given to understand the boy is doing well. (I might explain that to this gentleman had been sent three circulars prior to the police making inquiry, and no answer was received to any of them.) The result of these inquiries will therefore increase the number of “goods” to 174 and cancel the “no reports,” making this year's report of the conduct of “Vernon” apprentices much more favourable than that of any former year.

- Conduct of C. F. Mr. Charles Horwood thus informs me :—" I have much pleasure in answering your request concerning my apprentice, Charles Featherstone; he is a very good boy to work—he will soon be able to do man's work; he has had the best of health—he has not cost me 10s. for medicine since I have had him."
- Conduct of R. C. Mr. William Bell states :—" I beg to acknowledge the receipt of your letter dated 9th February, 81/205, and in reply I beg to say that hereto I have not placed any money to the credit of the boy in the Savings Bank, but should you deem it necessary I have not the slightest objection to do so, as it is immaterial to me how I pay him his wages. I also wish to add that I have no fault whatever to find with my apprentice. I find him a good, steady, and industrious lad."
- Conduct of A. Z. Mr. J. Jackson, of Redfern, writes :—" In reply to your letter, I have the honor to inform you the boy is getting on very well indeed, and the first opportunity he will write himself."
- Conduct of W. T. " I have the honor to acknowledge the receipt of your letter of the 19th instant, and to state in reply that my apprentice, William Tout, is a very good lad, and that he has conducted himself well during the time he has been in my service."
- Conduct of J. S., boy out of his time. Mr. Donald M'Kinnon thus favourably writes of a boy who served his full term of service :—" In reply to your circular, 19th instant, I have much pleasure in informing you that the boy John Latimer has conducted himself very well indeed; his term of apprenticeship expired about two years ago, but he is still in my employ."
- Conduct of C. W. Mr. Hill, of Dungog, thus writes :—" I beg to inform you that I have banked in the Savings Bank at Wingham (£39) thirty-nine pounds to the credit of my apprentice, Charles Walsh, being the amount of wages due to him. Charles says when his time is up he will go to sea."
- Conduct of W. M. Q. Mr. John Hags states :—" I beg to acknowledge the receipt of yours of the 31st ultimo concerning my apprentice, Walter Morley Quinn. I beg to state that he has behaved himself very well as yet, and appears to be very willing to do whatever he is asked to do."
- Conduct of R. C. Mr. Thomas Richardson, of Gresford, reports :—" I have nothing to complain of; my apprentice is a very good boy, and he is learning his work very well."
- Conduct of two boys. Mr. W. Newby, of Rocky Mouth, thus writes :—" In reply to yours of the 5th instant, it is with the greatest pleasure I have to inform you that the lads apprenticed to me from your ship have conducted themselves very well indeed during their stay with me."
- Conduct of W. T. II. Mr. Parnell, of Edith Villa, Glebe Point, reports :—" In reply to question No. 1 in your circular of the 9th instant, I have the honor to inform you that my apprentice has conducted himself on the whole satisfactorily."
- Conduct of W. W. Mr. John Johnson writes :—" I am happy to have to inform you that the boy's conduct up to the present has been very good. The boy is going to write to you himself."
- Conduct of J. D. Mr. Upton, of Emu Plains, states :—" In answer to your letter concerning the boy's welfare and conduct, he is a dutiful and very obedient boy, and I trust he will continue in the same way, I shall have no reason to complain of him."
- Conduct of H. W. Mr. W. Hanrahan, of Robertson, writes :—" My apprentice has conducted himself very well to the present time."
- Conduct of E. R. Mr. Alfred Cobb states :—" I have still in my employ John Firth, who has been out of his time over twelve months. E. Rogers has conducted himself very well. I have instructed him to write to you at once."
- Conduct of H. S. Mr. William Nicholson, J.P., writes as follows :—" Henry Spence has conducted himself to my entire satisfaction."
- Conduct of J. S. Mr. George Carter, of Boggabri, states :—" In reference to the boy Jacob Spence, I have much pleasure to inform you that he has conducted himself very well since he has been in this service."
- Conduct of J. M'G. Mrs. M. Harpur writes :—" I am glad to inform you that my "Vernon" boy J. M'Grath is doing very well."
- Conduct of W. A. Mr. Patrick Murphy, of Menangle, reports as follows :—" In reply to your communication of the 24th instant, with reference to the lad William Alburn, I beg to state that he has conducted himself to my entire satisfaction and with credit to himself."
- Conduct of E. G. Mr. A. Brown, of Roseville, writes :—" I have much pleasure in stating that my apprentice Edward Gandion has conducted himself satisfactorily."
- Conduct of E. M. Mr. James Conroy, of Glencoe, states :—" I have to state that my apprentice Edward Maroney has conducted himself very well; I have desired the lad to write to you as desired."
- Conduct of F. Y. Rev. Mr. Sheppard, B.A., of Berrima, writes :—" Footner is getting on very well; in the matter of moral education his progress is, I think, all that one would desire. An incident which occurred last October is worth mentioning in illustration of this. We were in Sydney on our way to the Hawkesbury for a holiday, and Footner was with us; passing down Pitt-street we came upon a band of arabs outside the *Evening News* Office; they were skylarking as usual, and I asked Footner if he would not like to join them and be one with them as he once was with such boys; his answer was not in words alone—I had evidently hurt the lad's feelings; his eyes filled with tears, and with unutterable disdain—I shall not easily forget it—he exclaimed, 'I should think not.' No more was said, but the boy's happiness was for a few minutes gone. He walked on to the Circular Quay without uttering a word or noticing anyone. An incident of this sort, it seems to me, speaks more concerning the lad's separation from old sympathies than anything one may learn from himself."
- Conduct of H. S. Mr. R. F. Campbell, of South Bellinger, states :—" In regard to the boy's behaviour I have no complaint to make; for over two years he has been very delicate, but now he is getting quite hardy—in fact this place is particularly healthy."
- Conduct of G. C. Mr. J. K. Mackay writes :—" In reply to your circular *re* boy George Clarkson, I beg to say that I have no complaint to make—he has behaved well so far. I will make him write you and give an account of his Bank account; I would like another boy when you have one to spare."
- Conduct of F. and S. Mr. J. R. Ruthven, J.P., of Gowrie, writes :—" Your circular *re* apprentices of the 19th April duly to hand, and should have been answered ere this but for my absence from home, and I forgot since my return until the Sergeant of Police spoke to me on the subject on the 7th instant. I sent him up to Gowrie next day, as I am staying here for a few weeks, where he saw the boys, and I presume will report to you. The conduct of both Fitzsimmons and Samuels has been on the whole good."

19. The following Tables will give various particulars in connection with the Institution :—

Information
given by Tables.

(1.)

RETURN of the Nautical School Ship "Vernon," showing the Admissions and Discharges for the year ended 30th June, 1881.

Particulars.	Number.	Particulars.	Number.
Admissions—		Discharges—	
Committals.....	96	Apprenticed	74
Returned—Indentures cancelled.....	8	To Biloea	3
Re-admissions from Biloea	4	To Children's Hospital, Glebe.....	1
		To Asylum for Imbeciles	1
		To relatives	12
		Illegal committal	1
Total	108	Total	92

(2.)

TABLE showing particulars relative to Parentage of Boys admitted into the "Vernon" during the year ended 30th June, 1881.

Number of boys admitted.	One parent living.	Both parents living.	Neither parent living.	Unknown.
96	36	43	6	11

Remaining on board on the 30th June, 1881..... 165.

(3.)

TABLE showing the Number and Ages remaining on board the "Vernon" during the year ended 30th June, 1881.

No. of Boys on Board.	7 to 8.	8 to 9.	9 to 10.	10 to 11.	11 to 12.	12 to 13.	13 to 14.	14 to 15.	15 to 16.	16 to 17.	17 to 18.	Total.
165	10	18	14	20	21	33	16	13	11	9	0	165

(4.)

Table showing the Religion of Boys remaining on board the "Vernon" on the 30th June, 1881.

Protestant.	Roman Catholic.	Total.
91	74	165

(5.)

TABLE showing the Number and Trades of the Boys on board the "Vernon" on the 30th June, 1881.

Sailors.	Tailors.	Carpenters.	Sailmakers.	Total.
135	24	6	Sailors as required	165

(6.)

TABLE showing the Ages of Boys admitted on board the "Vernon" during the year ended 30th June, 1881.

Admitted during year.	2 to 3.	3 to 5.	5 to 6.	6 to 7.	7 to 8.	8 to 9.	9 to 10.	10 to 11.	11 to 12.	12 to 13.	13 to 14.	14 to 15.	15 to 16.	Total.
96	1	1	2	1	6	1	14	12	11	12	11	11	13	96

(7.)

TABLE showing the Religion of Boys admitted on board the "Vernon" during the year ended 30th June, 1881.

Protestant.	Roman Catholic.	Total.
56	40	96

(8.)

TABLE showing the visits of Clergymen and Religious Instructors to the "Vernon" during the year ended 30th June, 1881.

Church of England.	Roman Catholic.	Presbyterian.	Total.
65	62	.....	127

(9.)

TABLE showing the Revenue collected from the undermentioned sources during the year ended 30th June, 1881.

Contributions from parents of boys	£ s. d. 150 0 0
Total.....	£150 0 0

(10.)

(10.)

TABLE showing the cost per head of the Boys on the "Vernon" during the year ended 30th June, 1881.

Daily average strength, 153.	Amount expended from Vote.			Cost per head.		
	£	s.	d.	£	s.	d.
Provisions	1,212	5	4	7	18	5½
Clothing	434	13	5	2	16	9½
Fuel and light	44	9	4	0	5	9½
Stores, including school and stationery	267	3	3	1	14	11½
Salaries of crew, including gratuities to boys	1,685	1	0	11	0	3
Sundries, including medicines	131	2	10	0	17	1½
Gross cost.....£	3,774	15	2	24	13	5
Deduct table.....£	150	0	0	0	19	7
Net cost.....£	3,624	15	2	23	13	10

(11.)

TABLE showing Health of the Boys on the "Vernon" and cost of Medicines and Attendance, for the year ended 30th June, 1881.

			£	s.	d.	
Sickness	44	Salary of visiting Surgeon	50	0	0	
Wounds	1	Cost of medicines	20	12	7	
Total	45	Total	£	70	12	7

(12.)

TABLE showing the Educational state of the Boys on the "Vernon," for the year ended 30th June, 1881.

	Reading.				Writing.				Ciphering.			
	Well.	Indif-ferently.	Not.	Total.	Well.	Indif-ferently.	Not.	Total.	Well.	Indif-ferently.	Not.	Total.
Remaining 30th June, 1880	30	51	68	149	30	51	68	149	30	51	68	149
Admitted to 30th June, 1881	15	44	49	108	15	44	49	108	15	44	49	108
Total.....	35	95	117	257	35	95	117	257	35	95	117	257
Discharged to 30th June, 1880	40	52	...	92	40	52	...	92	40	52	...	92
Remaining on the 30th June, 1881	36	69	60	165	36	69	60	165	36	69	60	165

The Schoolmaster to The Superintendent, N.S.S. "Vernon."

Sir,

N.S.S. "Vernon," 30 June, 1881.

I have the honor to submit the following report upon this school for the year 1880-81.

The school is conducted as formerly on the half-time principle, and all the subjects prescribed for Public Schools by the Department of Public Instruction (including vocal music) are taught.

Considering the limited time many of the boys will remain on board, more time than usual is devoted to reading, writing, and arithmetic, these being more likely to be useful to them than some of their other studies.

The progress made for the time the boys have been under instruction is fairly satisfactory, though owing to the low mental power displayed by many of them it is impossible to expect very large results. In the Inspector's report upon the last examination most of the subjects are marked "fair," and the order and discipline "good." When this is taken into consideration with the character borne by most of the boys when they come on board, as well as the utter neglect of educational advantages previously, it must be evident that great improvement has been made.

I feel the less hesitation in making these remarks, as, having only been in charge of this school for about two months, I am not reporting on my own work, and therefore am able to speak impartially.

I have, &c.,

JAS. W. BALL,
Schoolmaster.

(13.)

Circumstances as stated in Record Sheet.

Father dead; mother deserted	3	Mother in gaol; father deserted	7
Father dead; mother unable to control	4	Mother a prostitute; father deserted	2
Father deserted; mother unable to control or support	7	Parents in gaol	1
Father deserted; mother dead	6	Parents drunkards—unfit to have charge of children	4
Father dead; mother unable to support or control	7	Parents thieves—unfit to have charge of children	1
Father dead; mother married again	4	Parents unknown	10
Mother dead; father unable to control	3	Parents in Lunatic Asylum	1
Mother a prostitute; child illegitimate	3	Parents living apart	2
Mother dead; father married again	1	Parents deserted	1
Mother a lunatic; father dead	1	Parents unable to control	19
Mother a lunatic; father unable to control	1	Parents dead	6
Mother a lunatic; father deserted	1	Parents unable to support or control	1

(14.)

Committing Benches.

Albury.....	1	Maitland.....	1
Bathurst.....	2	Newtown.....	11
Bundarra.....	1	Newcastle.....	5
Braidwood.....	1	Parramatta.....	1
Blaney.....	1	Sofala.....	2
Ballina.....	1	Tumut.....	1
Branxton.....	2	Water Police Court.....	20
Central Police Court.....	35	Wilcannia.....	5
Dubbo.....	1	Wallsend.....	1
Grafton.....	1	Wallerawang.....	1
Gulgong.....	1	Yass.....	1

20. In conclusion, I would desire to express my great acknowledgments to Mr. Fosbery, the Inspector ^{Thanks to E.} General of Police, for the valuable assistance he has on many occasions rendered me; and I would also ^{Fosbery, Esq.} tender our thanks for donations of money (regatta prize), books, fruit, buns, &c., from Mrs. Hoskins, of London, Mrs. Darvall, Mr. C. J. Roberts, J.P., Mr. H. Taylor, J.P., Messrs. Stack & Co., the Anniversary Regatta Committee, and the Sydney Mechanics School of Arts.

The officers of the ship continue to render me every assistance, and perform their arduous duties with commendable zeal and interest.

I have, &c.,

FREDK. W. NEITENSTEIN,
Commander and Superintendent.

1881.

NEW SOUTH WALES.

STATE CHILDREN RELIEF ACT OF 1881.

(REGULATIONS UNDER.)

Presented to Parliament pursuant to Act 44 Victoria, No. 24, sec. 6.

Colonial Secretary's Office,
Sydney, 2nd September, 1881.

His Excellency the Governor, with the advice of the Executive Council, has been pleased to make, under the 6th section of the "State Children Relief Act of 1881," the following Regulations in carrying out the purposes of the above cited Act.

HENRY PARKES.

REGULATIONS.

STATE CHILDREN RELIEF ACT, 1881. (No. XXIV.)

Meetings of the Board—Method of conducting business.

1. The ordinary meetings of the State Children's Relief Board shall be held at periods to be duly appointed, but special meetings may be called (if necessary) by the President, provided at least three clear days' notice (exclusive of Sundays) of such meetings be given by circular by the Secretary, to every member of the said Board. The President shall preside at all meetings at which he may be present, but in his absence any other member of the Board may be appointed to preside. Before any business can be transacted at such meetings, the minutes of the previous meeting shall be read, confirmed by the Board, and signed by the Chairman. The Boarding-out Officer's monthly report, and all correspondence and accounts received since the previous meeting shall then be submitted, and the Board may then deal with other matters of general business. There shall be a minute book kept of the proceedings of the Board, in which shall be entered the day and hour of each meeting, the names of the members present at such meeting, the business brought before the Board in detail, and the resolutions adopted in respect to such business.

Boarding-out Officer's duties.

2. It shall be the duty of the Boarding-out Officer to inquire into all applications for children, and also into all applications from persons who may desire to have their children placed out as boarders, or for adoption, or service. He shall when practicable personally visit every house in which a person applying for a child resides, and shall in all cases be held responsible for the selection of suitable homes for the children to be placed out, so far as it may be possible for him to accomplish that end by diligent and careful inquiry and the adoption of all necessary and proper precautions. He shall also take due care that parents are not enabled by false representation of their circumstances to relieve themselves of the care of their children, and improperly make them a charge upon the State. He shall further take care to ascertain the means of such parents, and any other facts concerning them that may be likely to assist the Board in deciding the extent to which they should be made chargeable for the maintenance of their children. All children placed out must be visited by him as often as conveniently practicable, and he shall adopt every means possible to ascertain the nature of the treatment the children have received since his previous visit, and the condition of their clothing, bedding, and sleeping accommodation. He shall submit to the Board once a month a report containing particulars of his visits and inquiries, and any suggestions which he may consider necessary in the interests and for the security and proper treatment of the children. He must, when lawfully directed, remove and place out any State child from any Asylum or Reformatory School, unless such child shall be exempt from liability to be boarded out as herein provided. And he shall, in the event of ascertaining that any child placed out is being improperly treated, have power, if directed by the President, to remove such child without notice from the custody of its foster-parent or employer, and immediately place it out again as a boarder or for adoption or service with any person whose application may have been approved of by the Board. He must also keep in the registers appointed for that purpose a record of every visit paid by him to each child, parent, or applicant for children, together with such a statement of particulars of each case as may be requisite for the information of the Board.

Secretary's duties.

3. It shall be the duty of the Secretary to keep all books of accounts, conduct all correspondence, and generally to do the whole clerical work of the Department, except that which has been already specified as appertaining to the Boarding-out Officer. He shall summon all meetings of the Board, and attend thereat to take minutes. He must keep a correct record in the proper books of all accounts between foster-parents and the Department, as well as of amounts due or paid by parents for the maintenance of their children, and by employers on account of or due to apprentices. He must be careful to pay once each month into the Savings Bank all moneys received by him on account of apprentices. Parents' contributions, together with any income of the Department (excepting moneys received on account of apprentices and from the Government), shall be paid by him at the beginning of every month into the Consolidated Revenue Fund. He shall keep a separate account in the ledgers for each child placed out, whether as a boarder or for service, and also a separate Savings Bank book for each apprentice. He shall render the apprentices' accounts to employers regularly as each half-year's amount falls due, and must take care that all payments to foster-parents for maintenance of children are promptly made as authorized by the Board.

And he shall be careful to notify to the Board at its regular meetings any neglect on the part of contributing parents or employers to pay moneys that may be due by them to or on behalf of children boarded out or apprenticed. It will also be his duty to see that all legal forms under which children are received from parents or placed out as boarders or for adoption or service are properly filled up and executed.

Appointment of Lady Visitors.

4. One or more lady visitors may be appointed by the Board in every district in which children are placed out. It shall be the duty of these ladies, or any one of them, to visit every boarded out and adopted child as often as conveniently practicable, but at least once a quarter; and report respecting boarded out and adopted children to the Boarding-out Officer at the end of every quarter, in the forms provided for that purpose (Schedule G), stating the apparent bodily condition and behaviour of each child, and all reasonable complaints made by or concerning the child against or by the foster-parents. These reports must be submitted to the Board at its meeting next ensuing upon their reception. All children placed out as boarders or for adoption must be inspected by the Boarding-out Officer as hereinbefore provided.

Lady Visitors to report in cases of emergency.

5. In the event of a lady visitor being aware of any emergency requiring prompt action with respect to children placed out as boarders, or for adoption, or service, she should communicate immediately (by telegraph if necessary) with the Boarding-out Officer, and inform him of the nature of the emergency, so that he may without delay take any steps that may be necessary for the protection of the child.

Applications for children—how to be made.

6. Applications for children, in the forms provided, for boarding out, adoption, or service (Schedule A), must be sent to the State Children's Relief Board, and must be accompanied by the certificate of a clergyman and magistrate or other approved person, as to the moral character and fitness of the applicants to be entrusted with the charge and training of children, such applications to state in general terms the circumstances and condition (whether married or single) of the applicants, their religious denomination, and the number of children in the family, as well as any other particulars that may be required.

Licenses for boarders.

7. Licenses, in the form prescribed in Schedule B, may be issued to persons desirous of receiving State children as boarders, provided that applications have been made in the proper form, and inquired into and reported upon by the Boarding-out Officer, and approved of by the Board. One form of such license to be issued to the foster parent, and a copy thereof to be kept in the records of the State Children's Relief Department.

Licenses for adoption.

8. Licenses to adopt State children may be issued in the form and under the undertaking prescribed in Schedule C, to any person who shall be held by the Board to be a fit person to receive a child for adoption, and after all the conditions set forth in the form of application have been complied with. One form of the license and undertaking will be issued to the foster-parent, and a copy thereof kept in the records of the State Children's Relief Department. Provided that any child so adopted may, upon the expiration of the period specified in the license, be apprenticed either to the foster-parent or such other duly licensed person as the Board may direct, except in cases in which the Board may consider it desirable to allow the child to remain permanently with the foster-parent, and be trained up in the same manner as if such child were the offspring of the foster-parent. Children who may be thus permanently adopted, shall be liable to be visited and inspected as provided for in the case of temporary adoption, until they are seventeen years of age, and if apprenticed to the foster-parent, shall be held to be liable to all the conditions appointed for apprentices in these regulations.

Indentures of apprenticeship.

9. State children may be apprenticed in the form of the Indenture set forth in Schedule D (if a boy), and Schedule E (if a girl), by and in the name of the Boarding-out Officer, who shall, subject to the direction of the Board, have power to legally enforce all the conditions of apprenticeship on behalf of the child. No child may be apprenticed for any term exceeding five years, or before the child is of the age of twelve years. And male children must, when possible, be apprenticed to learn a trade.

Applications for apprentices.

10. Applications for apprentices must be made in the forms provided for that purpose, and must contain all the particulars required in the said forms.

Payment of apprentices.

11. Payments will be made to children placed out as apprentices according to the following table, but these terms may be departed from in special cases to be approved of by the Board, and in the event of the child being over twelve years of age when placed out.

Period during which payments are to be made.	To be paid weekly by the Master or Mistress to the Apprentice for pocket money.	To be forwarded to the Secretary of the State Children's Relief Department, and be paid by him to the credit of the child in the Sydney branch of the Savings Bank.
1st year.	per week.	per week.
2nd "	"	"
3rd "	"	"
4th "	"	"
5th "	"	"

Apprentices to be visited.

12. Apprentices may be visited once in every six weeks and oftener, if it should be considered necessary, by a local lady visitor, who shall send in a report (Schedule F) quarterly to the Boarding-out Officer, in the form appointed for that purpose, and these reports must be submitted to the Board at its meeting next ensuing upon their reception. Apprentices must also be visited and inspected by the Boarding-out Officer as hereinbefore provided. The visitors should strive to impress upon the children the importance of fidelity to their employers, and discourage the habit of gossiping or talking about their private affairs.

Children to be exempted.

13. Any State child whose parent may wish to reclaim such child from any public institution shall be exempt from liability to be boarded out or placed out for adoption or service, provided it be shown to the satisfaction of the Board that the parent is a fit and proper person to have the custody of the child. And the Board may, at its discretion, direct that any State child whatsoever shall be exempt from boarding out, adoption, or service, under these Regulations, if circumstances should appear to justify such exemption.

Free carriage of children by railway.

14. The children to be placed out shall be taken to their destination in the custody of an attendant of any asylum from which they may be selected by the Boarding-out Officer or some person approved by the Boarding-out Officer, under directions from the Board. And such children, together with their attendants, shall have free carriage upon all Government Railways, upon

upon producing a certificate from the Boarding-out Officer that they are State children under conveyance to foster-parents or employers. And this certificate may be retained by the attendant, to enable him or her to have free carriage upon all Government Railways, when upon his or her return journey after the children have been so conveyed. It shall be lawful for any Railway Station-master on the Government Railways, and he is hereby required to allow children placed out under these Regulations to have free access to and from Public Schools by such railways.

Children's Outfits.

15. Every boy or girl on being placed out will be furnished with a box containing such articles of clothing as are specified in Tables Nos. 1 and 2 respectively, the box to have an inventory of the clothing affixed on the inner side of the lid; and every foster-parent or employer must maintain efficiently this scale of clothing by repairs and renewals, making all reasonable allowance for wear and tear—the clothing to be the property of the children—

Table No. 1—Boys' outfits.

2 caps or hats	2 suits	3 crincoan shirts
4 collars	3 night shirts	2 pairs of boots
4 pairs of socks	4 pocket-handkerchiefs	1 pair of braces

Small and large comb and brush, in a box.

For Protestant children, a Bible; for Catholic children, such book of devotion as may be approved.

Table No. 2—Girls' outfits.

1 hat	2 sunbonnets	2 print dresses
2 warm dresses	1 warm petticoat	3 chemises
3 pairs drawers	3 night dresses	2 flannels
1 pair of stays	6 pinafores	4 pairs of stockings
4 pocket-handkerchiefs	2 pairs of boots	1 winter jacket

Small and large comb and brush, in a box.

For Protestant children, a Bible; for Catholic children, such book of devotion as may be approved.

Foster-parents and employers to produce clothing.

16. Foster-parents and employers must, if required, on every visit from the Boarding-out Officer or lady visitor, produce the clothing of the child or children in their charge, in order that it may be compared with the inventory, and its condition ascertained, and also to permit the said Boarding-out Officer or visitor to inspect the sleeping accommodation of the child or children.

Medical Officer's duties.

17. A Medical Officer will be appointed in every district in which children are boarded out, whose duty it will be to attend boarded-out children (but not others placed out by the Board) in illness or in case of accident, either at the residence of the foster-parent or his own residence or surgery as may be necessary, and to supply all requisite medicines and medical appliances. Whenever possible the Medical Officer appointed under these Regulations should be the Government Medical Officer for the particular district in which the children are placed out. And if any child boarded out should meet with an accident or become ill the foster-parent must take such child, without delay, to the Medical Officer herein mentioned, if practicable, or otherwise the Medical Officer must at once be informed of the necessity for attending the child; and for such attendance and medicines the Medical Officer shall be paid at the rate of

Medical attendance to adopted and apprenticed children.

18. Proper medical attendance, nursing, and medicines, must be supplied to children placed out for adoption or service at the expense of the foster-parent or employer, as provided in the form of undertaking and the indenture of apprenticeship included in these Regulations.

Burial of boarded-out children.

19. In the event of any boarded-out child dying the foster-parent must arrange for the decent interment of such child, and immediately thereafter forward an account of the funeral expenses to the Board, by whom such expenses will be defrayed.

Burial of adopted children and apprentices.

20. In the event of any adopted or apprenticed child dying, the foster-parent or employer must arrange for the decent interment of such child, and the funeral expenses must be borne by the foster-parent or employer, as prescribed in the form of undertaking and indenture of apprenticeship included in these Regulations.

Moral and religious training of children.

21. It shall be the duty of the foster-parents or employers of the children to properly provide for their moral and religious training, to see that they say prayers morning and evening, and grace before and after meals; and the children must, when six years of age, be sent at least once a day to a church and Sunday-school of their own religious denomination when practicable. Provided that when no Protestant church or Sunday-school is available for Protestant children, or Roman Catholic church or Sunday-school for children of that faith, suitable Sunday lessons must be set for them at home. And the clergyman of the religious denomination to which the children belong must be allowed every reasonable facility for imparting to them religious instruction at convenient hours.

Children to be placed with families of their own religious faith.

22. Protestant children will be placed in Protestant families, and Roman Catholic children in Roman Catholic families. Provided that if there be no applications from fit persons of the same religious denomination as the children, then the children may be placed with fit persons of any other denomination. Provided further that the children placed out in the manner last stated shall, when practicable, be sent regularly to a church of their own faith, as prescribed in Regulation 21. And, when otherwise, they must be required to read at home, on Sundays, any suitable Scripture lessons or other religious books that may be directed by a clergyman of their own denomination—all such lessons or books to be provided by the foster-parent or employer.

Education of children.—School report.

23. The children placed out must be regularly sent to school when practicable after they have reached the age of six years, and must certainly attend not less than seventy days in every half-year, as required by clause 20 of the Public Instruction Act, unless proper cause for exemption can be shown. A printed Form of Report (Schedule J) will be sent to the schoolmaster of every district in which the children are placed out, who must fill up such form with particulars of the child's progress and general appearance during each half-year, and forward it within one month from the date of its receipt to the Secretary. Children placed out for adoption or as apprentices must be sent to school until they are fourteen years of age, unless it shall be shown that they have been educated up to the standard required by the Public Instruction Act of 1880. In the event of the foster-parent or employer residing more than two miles from a school, satisfactory provision must be made for the education of the child at home. Preference will, if possible, be given by the Board, when allotting children, to applicants residing within such distance of the nearest Public School as to admit of the regular attendance there of the children.

Children to be exempt from school fees.

24. All children placed out by the Board as boarders or apprentices may attend any Public School without payment of fees.

Payments

Payments for boarded-out children.

25. Children placed out as boarders with foster-parents residing in the country will be paid for once a quarter by money orders. These money orders must be sent by the Secretary to the foster-parents by post, and their receipt must be immediately acknowledged in the forms provided for that purpose. Foster-parents residing at convenient distances from Sydney will be required to call for their money at the offices of the Department, upon receiving information from the Secretary that such moneys are ready to be paid to them, unless otherwise arranged for. The rates of payments will be seven shillings a week for every child under three years of age, and for every child of three years and under twelve years of age five shillings per week, except in special cases, when the amount of payment may be fixed by the Board.

Parents to pay maintenance charge.

26. Parents who are able to contribute, wholly or in part, towards the cost of maintaining their children when placed out as boarders will be required to do so under the form of bond provided in Schedule H, in such sums, weekly or quarterly, as may be fixed by the Board, and all such payments must be made by cash or money order, and forwarded when due, addressed to the Secretary at the offices of the State Children's Relief Department, who will at once acknowledge their receipt in the form provided for that purpose. Any parent failing to make these payments may, at the discretion of the Board, either be summoned as an ordinary debtor at the nearest Court of Petty Sessions, or be proceeded against and dealt with as the law directs for child desertion.

Parent to resign control of apprenticed child.

27. Any parent wishing to have a child placed out by the Board as an apprentice will be required to give an undertaking, in the form prescribed in Schedule I, that he or she resigns all control over the said child and the earnings of the said child during the term of apprenticeship.

Boys and girls not to be placed in same family.—Separate sleeping-rooms.

28. Children of opposite sexes may not be apprenticed to or adopted by the same person unless they are brother and sister, and separate sleeping rooms must be provided by the foster-parents or employers for all children of opposite sexes above the age of seven years. When boarded-out children reach the age of seven years, separate sleeping rooms must also be provided for boys and girls.

Children absconding.

29. In the event of any child placed out under these Regulations absconding, the foster-parents or employers must immediately give notice thereof at the nearest Police Station, and also give notice, by telegram, to the Boarding-out Officer; and shall further make every effort possible to recover possession of the child.

Transfer of children.

30. No child may be transferred by foster-parents or employers, or placed under the permanent care of any other person, unless the proposal for such transfer has first been submitted to and approved of by the Board; and the Boarding-out Officer must, before such a transfer can be effected, ascertain that the person who wishes to receive the child is a fit person, and has complied with all the conditions necessary to qualify him or her to receive a child under these Regulations.

Foster-parents changing residence or leaving Colony.

31. Foster-parents or employers who have changed their residence must immediately thereafter inform the Boarding-out Officer of their new address, and no foster-parent or employer shall take a State child out of the Colony of New South Wales without first receiving permission from the Board.

Children not to be sent to paupers or publicans.

32. No child shall be placed out with any person who may be in receipt of Government relief, or holding a license for the sale of spirituous liquors.

Deductions for improper treatment.

33. Deductions may, at the discretion of the Board, be made from the quarterly payments to foster-parents for any neglect or improper treatment of the children.

Children to be allowed amusement.

34. The children placed out as boarders must be allowed to play at reasonable times when not attending school, and, if employed in any way, must only be placed at such work as will afford them easy healthful exercise and recreation. It must be distinctly understood that the children are not to be made the drudges of the household in which they are placed. It is imperative that the apprentices must not be put to do other work than that which they have been indentured to learn, and that, outside reasonable hours of labour, they must be allowed proper opportunities for amusement and healthy relaxation from work.

Parents to visit children.

35. The parents and friends of children placed out as boarders or apprentices, may, if they first show to the satisfaction of the Boarding-out Officer that they are persons of good character, be allowed to visit the children once a quarter, at convenient times, so as not to interfere with the children's schooling or employment, and the foster-parents or employers must keep a record of the dates and hours of such visits, and furnish a copy of it to the Boarding-out Officer at the commencement of every quarter: Provided that no such visit shall extend beyond one hour, and that the visits must be altogether discontinued if so directed by the Board.

Half-yearly reports from foster-parents and employers.

36. Half-yearly reports of the general conduct of the children placed out under these Regulations for adoption or as boarders or apprentices shall be forwarded to the Boarding-out Officer by the foster-parent or employer in the forms provided for that purpose. (Schedule K.)

Additional directions from Boarding-out Officer.

37. Foster-parents and employers must comply with any directions they may receive from time to time from the Boarding-out Officer, whether provided for in these Regulations or not, and subject to the approval of such directions by the Board.

Schedules, &c., to be part of Regulations.

38. All the Schedules and Indentures appended to these Regulations shall be read and construed as part of the Regulations, and it shall be lawful for such additional Regulations and conditions to be framed from time to time as may be necessary in the interests of the children.

Boarding-out officer to take legal proceedings.

39. The Boarding-out Officer shall be the proper person to initiate and carry out all legal proceedings in the name and on behalf of the Board.

Interpretation clause.

40. The various terms used in these Regulations shall have the respective meanings hereby assigned to them—that is to say:—

- "Board" shall mean the State Children's Relief Board.
- "President" shall mean the President of the said Board.
- "Boarding-out Officer" shall mean a Boarding-out Officer appointed under the "State Children Relief Act of 1881."
- "Secretary" shall mean the person acting as Secretary for the time being.
- "Department" shall mean the State Children's Relief Department.
- "Regulations" shall mean all Regulations framed under the "State Children Relief Act of 1881," and adopted.

SCHEDULE A.

Form of application for the adoption (temporary or permanent) or services of a destitute child.

APPLICANT'S name in full widow, or widower	age children, if any, state sex and ages	religious denomination church or chapel	occupation address in full	married, .
Distance from school State whether requiring boy or girl or services	of what age if for service, in what capacity	describe sleeping accommodation for temporary or permanent adoption, boarding-out, state number of rooms in house		
Date	Signature of Applicant			

Certificate to be signed by a clergyman and magistrate or other approved person.

I am acquainted with the above applicant, and his or her family, and can recommend them as being of sober habits and kindly character, and fit persons to have the charge and care of children.

Dated

Signed

To the Boarding-out Officer.

SCHEDULE B.

License for the Boarding-out of a State Child—State Children's Relief Department.

WHEREAS is an inmate of and whereas of is willing to receive and take charge of the said in consideration of the payment to the said of shillings per week for the maintenance of the said until the said is three years of age, and thereafter of shillings per week until the said reaches the age of years,

This is to authorize the said to receive the said to be by h kept, maintained, clothed, and educated in accordance with the terms and provisions of the "State Children Relief Act of 1881," and the Regulations adopted thereunder.

By order of the State Children's Relief Board,

Secretary.

Dated at Sydney, the

day of

18 .

I, the said do hereby agree to receive and take charge of the said as a boarder, upon the terms specified in the above license, and to maintain, clothe, and educate the said pursuant to the terms and provisions of the "State Children Relief Act of 1881," and the Regulations framed thereunder, and in all things to fulfil the terms and conditions of the said Act and Regulations so far as they apply to boarded-out children.

Witness :

Foster-parent.

Secretary, State Children's Relief Department.

SCHEDULE C.

License for the adoption of a State Child—State Children's Relief Department.

WHEREAS is an inmate of and whereas of is willing to adopt and take charge of the said for the term of years,

This is to authorize the said to receive the said to be by h kept, maintained, clothed, and educated as an adopted child in accordance with the subjoined undertaking and with the terms and provisions of the "State Children Relief Act of 1881" and the Regulations adopted thereunder.

By order of the State Children's Relief Board,

Secretary.

Dated at Sydney, this

day of

18 .

Undertaking.

To the Secretary of the State Children's Relief Board.

I, the undersigned, do hereby undertake to adopt and that I will bring h up as if were my own ; providing h with proper food, clothing, washing, and sleeping accommodation. I will use my best endeavours to have h taught suitable employment, and to train h in habits of truthfulness, obedience, personal cleanliness, and industry. I will endeavour, by precept and example, to promote the moral and religious training of the said child, bringing h up in the faith. I will take care that attends regularly at Church and Sunday-school of the denomination, until attains the age of sixteen years. I also undertake to send regularly to school, unless prevented by sickness, during all the usual hours for instruction thereat, until has attained the age of fourteen years, unless has obtained prior thereto the certificate prescribed by clause 20 of the "Public Instruction Act of 1881." In case of the child's illness I will at my own cost see that has prompt and proper medical advice, medicines, nursing, and attention, and will report the case to the Boarding-out Officer. I will at all times permit the child to be visited by the Boarding-out Officer, or by any person specially appointed by the State Children's Relief Board for that purpose. Should the child abscond from me or die I will notify the same at once to the Boarding-out Officer and the local lady visitor, and in the case of h death provide for and bear the cost of h decent and suitable burial. Should circumstances necessitate my residing outside the Colony of New South Wales, I will return the child to the control of the State Children's Relief Board unless the permission in writing for h to continue under my care is given to me by the said Board.

Witness :

Secretary.

Foster-parent.

Dated at

the

day of

18 .

NOTE.—This undertaking does not interfere with the right of the Board to remove the child, should circumstances render such a course at any time necessary.

SCHEDULE

SCHEDULE D.

Similar form for girls (Schedule E) with technical alterations and omitting part in brackets [].

STATE CHILDREN'S RELIEF DEPARTMENT.

Indenture for male apprentice.

THIS INDENTURE, made the _____ day of _____ in the year of our Lord one thousand eight hundred and eighty-_____ between _____ of _____ in the Colony of New South Wales, and _____ a Boarding-out Officer in the said Colony herein contracting for and on behalf of the State Children's Relief Board of the said Colony of New South Wales: WITNESSETH that the said _____ representing the said State Children's Relief Board and in pursuance of the powers given to the said Board by the "State Children Relief Act of 1881," has put and bound _____, a male child, under the care and control of the said Board, now of the age of _____ years, apprentice to the said _____, for a term of _____ years, until the said _____ shall attain the age of seventeen years, during all which said term the said apprentice shall and will well and faithfully serve _____ demean himself, and be just and true to h _____, the said _____ h _____ executors, administrators, and assigns, as his m _____ and keep h _____ secrets, and everywhere willingly obey all h _____ lawful commands; shall do no hurt or damage to the said m _____, or h _____ goods, estate, or otherwise, nor willingly suffer any to be done by others, the said _____ shall not embezzle or waste the goods of his said m _____, nor lend them without h _____ consent to any person or persons whatsoever. [He shall not traffic, or buy or sell with his own goods without his master's leave; he shall not play at cards, dice, or other unlawful games; he shall not haunt or frequent playhouses, taverns, or alehouses, except it be about his m _____ business there to be done.] He shall not at any time, day or night, absent himself without his m _____ leave; but in all things as a good and faithful apprentice shall and will demean and behave himself to his said m _____ and all h _____ during the said term: AND also during the said term the said m _____ for h _____ self, h _____ executors, administrators, and assigns, doth covenant, promise, and agree to teach and instruct h _____ said apprentice, or otherwise cause him to be well and sufficiently taught and instructed in the said trade of a _____ after the best way and manner that _____ can; and also if it may be necessary (or unless the said apprentice shall be exempt by certificate) allow the said apprentice to attend school until he shall be of the age of fourteen years, or if that be not practicable, otherwise provide him with instruction in suitable lessons at home; and shall and will find and allow h _____ said apprentice meat, drink, washing, lodging, and apparel (both linen and woollen), as hereinafter set forth; and all necessaries in sickness and in health, inclusive of medicines and medical attendance meet and convenient for such apprentice during the term aforesaid; and in the event of such apprentice dying will cause him to be decently interred: AND will make payments to and on behalf of the said apprentice after the rates and in the manner stated in the following table, namely:—

Period during which payments are to be made.	To be paid weekly by the M _____ to the apprentice for pocket money.	To be forwarded to the Secretary of the State Children's Relief Board half-yearly, and paid by him to credit of the child into the Sydney Branch of the Government Savings Bank.
1st year		
2nd year		
3rd year		
4th year		
5th year		

AND the said apprentice shall, upon being indentured as herein described, be furnished by the State Children's Relief Board with the following kit or outfit, which shall always be maintained in a full and complete state by the said _____ and shall remain the property of the said apprentice, namely:—One box, containing: 2 caps or hats, 2 suits, 3 crimean shirts, 4 collars, 3 night-shirts, 2 pairs of boots, 4 pairs of socks, 4 pocket-handkerchiefs, 1 pair of braces, small and large comb in a box.

Signed, sealed, and delivered at the offices of the State Children's Relief Department, Sydney.

Witness to signature of M _____
 Witness to signature of Boarding-out Officer

M _____
 Boarding-out Officer.

SCHEDULE F.

Lady Visitor's Report.—Apprentice.

District of _____

Report of Visitor on the condition and treatment of _____ who is apprenticed with _____ for the quarter ending _____ 18 _____
 Name of Visitor—Mrs. _____

	First Six Weeks.	Second Six Weeks.
Date of visit		
Did the child appear clean?		
" " healthy?		
" " well clothed?		
" " well behaved?		
" " kindly treated? *		
What sleeping accommodation had the child, and did the Visitor think it sufficient?		
Were any and what complaints made to the Visitor by or against the child?		
Does the child regularly attend Church?		
" " Sunday-school?		
" " Day-school?		

Remarks:—

(Signature)

State Children's Relief Department,
 Sydney, _____ 18 _____

Madam,
 The State Children's Relief Board will feel much obliged by your making the necessary inquiries embraced in this document, and returning it to me at this address, signed and dated by yourself, within a week of the end of the quarter. If you should see or hear of anything improper in the treatment of the child at any time you will oblige by communicating with me immediately.

I have the honor to be,

Madam,
 Your most obedient Servant,

Boarding-out Officer.

* Please make this inquiry of the child apart from the employer. In all cases where the approved Visitor is unable to visit and report, the report should bear upon the face of it the appointment by the Visitor of an approved substitute.

SCHEDULE G.

Lady Visitor's Report.—Boarded-out Child [or Adopted Child, as the case may be.]

Report of Visitor on the condition and treatment of _____ who is* _____ with _____ for the quarter ending 18 .

Name of Visitor—Mrs.

	First Month.	Second Month.	Third Month.
Date of visit			
Did the child appear clean?			
" " healthy?			
" " well clothed?			
" " well behaved?			
" " kindly treated?†			
What sleeping accommodation had the child, and did the Visitor think it sufficient?			
Were any and what complaints made to the Visitor by or against the child?			
Does the child regularly attend Church?			
" " Sunday-school?			
" " Day-school?			

Remarks:—

(Signature)

State Children's Relief Department,
Sydney,

18 .

Madam,

The State Children's Relief Board will feel much obliged by your making the necessary inquiries embraced in this document, and returning it to me at this address, signed and dated by yourself, within a week of the end of the third month. If you should see or hear of anything improper in the treatment of the child at any time you will oblige by communicating with me immediately.

I have the honor to be,

Madam,

Your most obedient Servant,

Boarding-out Officer.

* "Boarded" or "adopted by," as the case may be. † Please make this inquiry of the child apart from the foster-parent.
In all cases where the approved Visitor is unable to visit and report, the report should bear upon the face of it the appointment by the Visitor of an approved substitute.

SCHEDULE H.

STATE CHILDREN'S RELIEF DEPARTMENT OF NEW SOUTH WALES.

Bond by the Parent.

KNOW ALL MEN BY THESE PRESENTS,

That _____ of _____ in the Colony of New South Wales, is held and firmly bound unto our Sovereign Lady Victoria, by the Grace of God of the United Kingdom of Great Britain and Ireland, Queen, Defender of the Faith, in the sum of _____ sterling, to be paid to our said Lady the Queen, Her Heirs or Successors, to which payment well and truly to be made binds _____ self and _____ heirs, executors, and administrators and every of them firmly by these presents.

Sealed with our seals, dated the _____ day of _____ in the year of our Lord one thousand eight hundred and eighty _____.

WHEREAS the above-bounden _____ hath applied to the State Children's Relief Board of the Colony of New South Wales to allow _____ an infant of the age of _____ years, to be boarded out in accordance with the provisions of the "State Children Relief Act of 1881," and the Regulations framed and adopted thereunder, for the term of _____ years, which the said Board of the said Colony hath consented to do upon condition that the above-bounden _____ do and shall pay towards the maintenance and support of the said _____ the sum of _____ per week by payments of _____ in advance, on Monday in every _____ week, to the Secretary for the time being of the said Board, the first of such payments to be made on the execution hereof as for the _____ weeks commencing on Monday, the _____ day of _____ instant:

Now the condition of this obligation is such, that if the said _____ executors or administrators, do and shall for the term of _____ years, commencing from Monday, the _____ day of _____ instant, well and truly pay or cause to be paid the sum of _____ on every _____ Monday, commencing from Monday, the _____ day of _____ to the Secretary of the said Board, towards the maintenance and support of the said _____ and make or cause to be made the said payments without deduction or abatement on any account whatever: Then this obligation to be void, otherwise to be and remain in force and virtue.

Signed, sealed, and delivered—

Parent.

Witness—

Secretary.

SCHEDULE I.

STATE CHILDREN'S RELIEF DEPARTMENT OF NEW SOUTH WALES.

Form of surrender of children as apprentices to the care of the State Children's Relief Board by the parent or guardian.

To the President of the State Children's Relief Board.

Sir,
I, _____ of _____ do hereby agree to surrender and give up all control to the State Children's Relief Board of my child _____ in order that _____ may be apprenticed to _____ of _____ to learn the trade or calling of _____

for

for a period of _____ years from the date hereof; and I do hereby agree that the said child may be dealt with as an apprentice, in accordance with the terms and provisions of the "State Children Relief Act of 1881," and the Regulations framed and adopted thereunder.

Signed, sealed, and delivered, this }
day of 18 . }

Parent or Guardian.
President.

Witness—

Secretary.

SCHEDULE J.

STATE CHILDREN'S RELIEF DEPARTMENT OF NEW SOUTH WALES.

School Report.

Particulars as to Condition of

Situation and name of school }
Does child come to school regularly? ... }
State average attendance during half-year ending }
Does child come to school clean? ... }
Does child come to school with clothes in decent order and well mended? }
Does child appear well fed and cared for? }
State if child can read and write, and progress as compared with last report }
Date of present report }

Signed,
Schoolmaster or Mistress.

To the Secretary,
State Children's Relief Department,
Sydney.

SCHEDULE K.

HALF-YEARLY REPORT.

18 .

Sir,
I beg to inform you, that the general conduct of me, by the State Children's Relief Board, as a 18 , been _____ has, during the half-year ended _____, the child placed with

I am, Sir,
Yours truly,

To the Boarding-out Officer,
State Children's Relief Department,
Sydney.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SYDNEY INFIRMARY.

(PARTICULARS RESPECTING.)

Ordered by the Legislative Assembly to be printed, 12 July, 1881.

RETURN to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 1st April, 1881, a.m., That there be laid upon the Table of this House, a Return containing the following particulars respecting the Sydney Infirmary, from the 1st January, until the 31st December, 1880, viz. :—

“(1.) The total number of persons who received medical treatment during the above-mentioned period, distinguishing the number of males and females, of in-door and out-door patients, commencing with those cases showing the highest rates of mortality, with their scientific and popular names, and descending by gradation to those exhibiting the lowest number of deaths.

“(2.) The number of patients received into the Infirmary, who have died within forty-eight hours after their admission.”

(*Mr. R. B. Smith.*)

SYDNEY INFIRMARY.

RETURN showing the total number of persons who received medical treatment from 1st January until the 31st December, 1880, distinguishing the number of males and females, of indoor patients:—

There have been 2,612 cases treated in the hospital from 1st January to 31st December, 1880. Of these 1,843 were males and 769 were females.

There have been 7,224 cases treated by the District Surgeons, as out-door patients, from 1st January to 31st December, 1880. Of these 2,138 were males, 3,456 were females, and 1,630 were children. The sexes of children are not recorded.

Total number of persons treated, 9,836.

The number of patients received into the Infirmary, who have died within 48 hours after their admission, was 110.

RETURN showing the highest rates of mortality, with their scientific and popular names, and descending by gradation to those exhibiting the lowest number of deaths.

Scientific name of Disease.	Popular Name.	No. of Deaths.	Scientific name of Disease.	Popular Name.	No. of Deaths.
Injuries	Injuries.....	57	Senilitis	Senile decay	2
Phthisis	Consumption	34	Aneurismus	Aneurism	2
Morbus Cordis	Disease of heart	25	Syncope	Fainting	2
Pneumonia	Inflammation of lungs.....	23	Epilepsy	Epilepsy or falling sickness	2
Febris Typhoides	Typhoid fever	16	Syphilis	Venereal disease	2
Carcinoma	Cancer	16	Poisoning	Poisoning	2
Morbus Brightii	Bright's disease	12	Disease of bladder	Disease of bladder	2
Bronchitis	Bronchitis	11	Myalgia	Muscular rheumatism.....	1
Delirium Tremens	Horror	8	Insolatio	Sunstroke	1
Diarrhœa	Diarrhœa	7	Meningitis	Inflammation of mem- branes of brain.	1
Apoplexy	Apoplexy	7	Enteritis	Enteric disease.....	1
Strangulated hernia	Strangulated hernia.....	6	Laryngitis.....	Inflammation of larynx ...	1
Tetanus	Lock-jaw	5	Hernia	Rupture	1
Curhosis of liver	Curhosis of liver	5	Stricture of rectum.....	Stricture of rectum.....	1
Cerebral disease.....	Cerebral disease	5	Stricture of Œsophagus ...	Stricture of Œsophagus ...	1
Debilitas	Debility	5	Bronchorrhœa	Bronchitis chronic	1
Dysentæria	Dysentery	4	Obstruction of bowels.....	Obstruction of bowels.....	1
Peritonitis	Inflammation of peritoneum	4	Hæmoptysis.....	Spitting blood	1
Stricture of urethra	Stricture of urethra	4	Ovarian tumour	Ovarian tumour	1
Shock and exhaustion	Shock and exhaustion	3	Ascites	Dropsy	1
Cardiac disease	Cardiac disease	3	Eclampsia	Convulsions	1
Hemiplegia	Paralysis	3	Intermittent and remit- tent fever.	Fever and ague	1
Hepatitis	Hepatic disease	3	Nephritis	Inflammation of kidney ...	1
Congestion of lungs	Congestion of lungs.....	3	Sphacelus	Gangrene	1
Acute rheumatism	Rheumatic fever	3	Locomotor ataxy	Paralysis of legs	1
Uremia	Uremia	3	Asphyxia	Drowning	1
Marasmus	Wasting	3	Asthma	Asthma	1
Icterus	Jaundice	3	Cystitis	Inflammation of bladder...	1
Extravasation of urine	Extravasation of urine ...	3	Carcinoma	Malig. disease of stomach	1
Paraplegia	Paralysis	3	Myelitis	Inflammation of spinal chord.	1
Alcoholismus.....	Alcoholism	3	Emphysema .....	.....	1
Erysipelas	St. Anthony's fire	3	Chlorasis	Green sickness.....	1
Paralysis.....	Palsy	3			
Pleurites.....	Pleurisy	3			
Rheumatism	Rheumatism	2			
Pericarditis	Inflammation of pericar- dium.	2			
				Total number.....	342

1881.

NEW SOUTH WALES.

VACCINATION.

(REPORT FOR 1880.)

Presented to Parliament by Command.

The Medical Adviser to the Government to The Principal Under Secretary.

Sir,

Sydney, 11 April, 1881

I do myself the honor to herewith enclose the annual return of vaccinations performed during the year 1880 by the Government Vaccinators in the country districts, the Superintendent of the Vaccine Institution in Macquarie-street, Sydney, and other vaccinators in Sydney and Suburbs.

Table A includes the returns from the country districts, and shows that 825 children under one year of age, 1,770 children from one to five years of age, and 1,977 children from five to ten years of age were successfully vaccinated in the country districts.

Table B gives the number of successful vaccinations in Sydney and Suburbs, as follows:—141 under one year of age, 227 of from one to five years of age, and 89 of from five to ten years of age, making a total of successful vaccinations during the year throughout the whole Colony of only 5,029.

I have, &c.,

H. G. ALLEYNE.

TABLE A.

RETURN showing the number of Children vaccinated by the Government Vaccinators in the Country Districts of New South Wales during the year 1880.

District.	Under 1 year of age.				From 1 to 5 years of age.				From 5 to 10 years of age.				Total number of cases.			
	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.
Adelong .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Albury	44	44	88	86	43	36	79	78	8	10	13	13	90	90	180	177
Arnhuen .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Armidale	6	6	12	12	23	18	41	35	11	9	20	20	40	33	73	67
Balranald	4	1	5	5	5	6	11	11	3	1	4	4	12	8	20	20
Bathurst .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bega .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bellinger River .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Berrima .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Binalong and Boorowa .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Bombala	7	4	11	11	47	59	106	106	65	82	147	147	119	145	264	264
Bourke .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brewarrina .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Brisbane Water .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Braidwood .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Broulee .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Camden, Narellan, and Picton .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Campbelltown .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Carcoar .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Cassilis	3	2	5	5	20	24	44	44	27	34	61	61	50	60	110	110
Cooma .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Coonamble .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Corowa .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Gowra	1	2	3	2	1	3	4	3	1	3	4	3	3	8	11	8
Dapto .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Deniliquin	39	30	69	69	12	11	23	23	2	2	4	4	53	43	96	96
Dubbo .....	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

TABLE A—continued.

District.	Under 1 year of age.				From 1 to 5 years of age.				From 5 to 10 years of age.				Total number of cases.			
	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.
Dungog		3	3	3	2	2	4	4	1		1	1	3	5	8	8
Eden																
Five Dock																
Forbes																
Gladesville																
Glen Innes																
Goulburn																
Grafton			3	3	21	16	37	31	23	18	41	39	44	37	81	73
Greta and Brampton		2	2	2	5	8	13	12	15	17	32	32	20	27	47	43
Grenfell	1		1	1	4	4	8	8	8	6	18	18	18	9	22	22
Gulgong																
Gundagai																
Gunnedah																
Hartley																
Hay (Oxley)	3	10	13	13	17	12	29	29	8	9	17	17	28	31	59	50
Hill End																
Hillston																
Hunter's Hill																
Inverell																
Jerilderie																
Kempsey West																
Kiama		1	1	1	12	13	25	25	10	9	19	19	22	23	45	45
Lambton and New Lambton	10	14	24	24	29	29	58	58	7	10	17	17	46	53	99	99
Liverpool																
Lower Clarence																
Macdonald River (St. Albans)																
Maitland																
Maitland East and West																
Maitland West																
Miami																
Macleay	2		2	2	8	6	14	14	10	11	21	21	20	17	37	37
Hamning River	48	36	84	83	153	152	305	302	405	364	769	762	606	552	1,158	1,147
Moama																
Molong	5	2	7	7	18	20	38	38	22	15	37	37	46	37	82	82
Morpeth																
Mudgee	78	81	154	154	76	68	144	144	41	35	76	76	100	184	374	374
Murrumburrah																
Murrurundi																
Musclebroom and Merton																
Narrabri																
Newcastle	5	3	8	8	12	16	28	28		1	1	1	17	20	37	37
Oberon																
Orange																
Parramatta																
Parkes																
Paterson																
Penrith																
Port Macquarie																
Port Stephens																
Queanbeyan																
Raymond Terrace																
Richmond River (Lismore)	8	6	13	12	46	25	71	42	79	70	149	98	133	100	233	152
Rockley	66	70	136	134	67	68	135	133	40	51	97	92	179	189	368	359
Rocky Mouth																
Ryde																
Sylestone																
Narrandera																
Scone																
Singleton (Patrick's Plains)	10	18	28	28	31	29	60	58	18	10	28	28	59	57	116	114
Shoalhaven					6	4	10	10	4	2	6	6	10	6	16	16
Sofala																
Tamworth	10	13	23	23	100	97	197	197	124	121	245	246	234	231	465	465
Tenterfield																
Tumut																
Tweed River																
Uladulla																
Urana	9	6	15	15	2	3	5	5		1	1	1	11	10	21	21
Vegetable Creek	6	2	8	8	37	28	65	65	35	28	61	61	70	68	134	134
Walcha																
Walgett																
Wallsend	32	37	69	69	85	78	163	163	60	33	93	93	177	149	325	325
Wagga Wagga	15	14	29	29	20	40	60	60	9	16	25	25	44	70	114	114
Warialda																
Wellingrove																
Wellington																
Wee Wee																
Wentworth																
Wilcannia	8	7	15	15	20	12	32	31	16	16	32	31	44	35	79	77
Windsor																
Wollongong																
Wollombi		1	1	1	9	5	14	13	6	4	10	10	15	10	25	24
Yass																
Young																
Total Country Districts	415	417	832	825	981	892	1,823	1,770	1,087	987	2,044	1,877	2,403	2,298	4,699	4,572

TABLE B.

RETURN showing the number of Children vaccinated by the Government Vaccinator in the City of Sydney and Suburbs during the year 1880.

	Under 1 year of age.				From 1 to 5 years of age.				From 5 to 10 years of age.				Total number of cases.			
	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.
Superintendent, Vaccine Institution, Sydney.	57	71	128	126	122	78	200	200	33	28	61	60	212	177	389	386
Other Vaccinators	9	6	15	15	14	13	27	27	12	17	29	29	35	36	71	71
Total	66	77	141	141	136	91	227	227	45	45	90	89	247	213	460	457

TABLE C.
SUMMARY FOR 1880.

	Under 1 year of age.				From 1 to 5 years of age.				From 5 to 10 years of age.				Total number of cases.			
	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.	Males.	Females.	Total.	Successful.
Total in country Districts	415	417	832	825	931	892	1,823	1,770	1,057	987	2,044	1,977	2,403	2,296	4,699	4,572
Total in Sydney and Suburbs	66	77	143	141	136	91	227	227	45	45	90	89	247	213	460	457
Grand Total	481	494	975	966	1,067	983	2,050	1,997	1,102	1,032	2,134	2,066	2,650	2,509	5,159	5,029

Sydney: Thomas Richards, Government Printer.—1881.

[3d.]

1881.

NEW SOUTH WALES.

COMPULSORY VACCINATION.

OPINIONS

OF

L. H. J. MACLEAN, Esq., M.D., M.R.C.P., M.R.C.S.
 HENRY NORMAN MACLAURIN, Esq., M.A., M.D., L.C.S.E.
 CARL FRANK FISCHER, Esq., M.D., L.R.C.P., M.R.C.S.
 CHARLES K. MACKELLAR, Esq., M.B.
 HARMAN TARRANT, Esq., L.R.C.S., L.R.C.P., M.P.
 GEORGE MARSHALL, Esq., M.D., L.R.C.S.
 ARTHUR RENWICK, Esq., M.D., F.R.C.S., M.P.
 OWEN SPENCER EVANS, Esq., M.R.C.S.
 JAMES C. COX, Esq., M.D., M.R.C.S.
 GEORGE FORTESCUE, Esq., M.B., M.R.C.S.
 JOHN LE GAY BRERETON, Esq., M.D., M.R.C.S., L.A.C.
 EBEN ATHERTON, Esq., M.R.C.S., L.S.A.
 ANDREW ROSS, Esq., M.D., M.P.
 P. SYDNEY JONES, Esq., M.D., F.R.C.S.
 ALFRED ROBERTS, Esq., M.R.C.S., L.A.S.

Presented to Parliament by Command.

SYDNEY: THOMAS RICHARDS, GOVERNMENT PRINTER.

1881.

MEETING OF CABINET.

THURSDAY, 15 SEPTEMBER, 1881.

MINISTERS PRESENT :—

The Honorable Sir Henry Parkes, K.C.M.G.,
The Honorable Sir John Robertson, K.C.M.G.,
The Honorable Robert Wisdom,

The Honorable John Lackey,
The Honorable Sir George Innes, Knt.,
The Honorable Francis Bathurst Suttor.

L. H. J. Maclean, Esq., M.D., M.R.C.P., M.R.C.S., introduced to the Council :—

1. *Sir Henry Parkes.*] You have recently arrived in the Colony, Dr. Maclean? I have.
2. From India? From home.
3. Will you be good enough to describe your status in the profession—the diplomas you hold? I am a Doctor of Medicine, a Member of the Royal College of Physicians of London, and a Member of the Royal College of Surgeons of England. I have also passed the examinations required on entering the army.
4. The Government are desirous of eliciting your opinion on the question of compulsory vaccination, whether you are in favour of it or against it. I wish you to state what your views are, and, if you can, to give the experience upon which your opinion is founded, and if you can further do so to give some authority or some passage from your own experience in support or illustration of the opinion you give? My own personal experience has been such that I am decidedly in favour of compulsory vaccination. For a number of years in India I was in charge of the Vaccine Department of the district where I was located, and I certified to the vaccination of about 60,000 children.
5. How many years? Seven years.
6. What part of India? The Punjaub. The results were most favourable. We never had an epidemic of small-pox during the whole time I was in charge, and before vaccination was introduced small-pox was very prevalent in the district. I think when I am stating my own experience I am giving the experience of the whole of the medical officers who worked in the Punjaub with me.
7. Did you act there under a compulsory law? Yes, it is compulsory there. The Government being autocratic, orders were given to collect the children in every village, and the vaccinators had to go out to them to vaccinate.
8. Could you give any experience as coming within your own knowledge of the consequences where vaccination did not take place? I can only quote isolated instances where confluent small-pox has set in, and the patients have been carried off. During the time I was with the artillery there was not a case of small-pox, but then the men were all vaccinated on joining.
9. We would prefer you to state anything you desire to state in your own way, without questions, as much as we can? I would first like to draw your attention to the average of deaths from small-pox out of every 1,000 deaths from all causes during the last half of the last century—the half century preceding vaccination. For the ten years ending 1760, one hundred deaths; for the ten years ending 1770, one hundred and eight deaths; for the ten years ending 1780, ninety-eight deaths; for the ten years ending 1790, eighty-seven deaths; and for the ten years ending 1800, eighty-eight deaths. Now the table showing the same during the first half of the present century—the half century succeeding the introduction of vaccination—for the ten years ending 1810, sixty-four deaths; for the ten years ending 1820, forty-two deaths; for the ten years ending 1830, thirty-two deaths; for the ten years ending 1840, twenty-three deaths; and for the ten years ending 1850, sixteen deaths. Now the frequency of epidemics in London has been before protection as forty-two; during inoculation, as fifty-four. It was, I think, increased because every person inoculated formed a fresh centre of contagion. During the frequency of vaccination the number is as fourteen. All

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M.R.C.P.,
M.R.C.S.

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Maclean, Esq.,
M.D.,
M.R.C.P.,
M.R.C.S.
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our recruits on joining the army are revaccinated, whether they have been vaccinated in childhood or not, and in the reports of sickness in our army from 1817 to 1836 we find in the Dragoon regiments and Guards, with a strength of 44,600 men, a mortality of 627 men, and only 3 deaths from small-pox. Among the troops at Gibraltar 1 death only from small-pox occurred in a strength of 60,269 men, the whole mortality being 1,291. In the West Indies the same favourable results were obtained. Several epidemics ravaged the islands, and on a strength of 86,661 not one person died of the disease, the total mortality being 6,803, and amongst the black troops there was not one case of small-pox. From 1836 to the present time the same favourable statistics are recorded at the War Office. In the Prussian army, composed of a very heavy mass of men, 900,000 trained soldiers having been placed under arms in July, 1870, the same system of revaccination prevails as with us, and with results equally favourable. Now, to come at once to late records, Dr. Buchanan, Medical Officer of the London Board of Health, in his report gives the deaths in a million of unvaccinated persons at 3,350; in the vaccinated at 90; if under 20 years of age, 4,520 to 61; if under 5 years of age, 5,951 to 40 or 40½. In the Post Office Department on an average number of 10,500 all are required to undergo revaccination if not performed within seven years of entering the service. Not a single death is recorded in ten years, and only 10 non fatal attacks. In the Telegraph Department, where revaccination had not been carried out so thoroughly, 12 cases are recorded, each of the attacks being a person who had not been revaccinated. The Committee of the Epidemiological Society were requested by the Government to report on vaccination, and this is the substance of the report:—"That though it may be doubtful how far in this free country it is justifiable to compel a person to take care of his own life, or of that of his offspring, it can scarcely be disputed that no one has a right to put in jeopardy the lives of his fellow subjects. The principle of so using one's own as not to injure another's is one which has always been acted upon in our legislation as regards property and personal nuisances, and it is but an extension of the principle to apply it to questions of life and health." I may state also from Mr. Simon's Blue Book that the mortality in Copenhagen is but one-eleventh of what it was before vaccination was introduced, and at one time they succeeded in stamping it out altogether. Some two years afterwards they became careless, small-pox again found a footing in the country, and since then they have only been able to reduce it to a minimum; cases occasionally crop up. In Sweden it has been reduced a little over one-thirteenth; in Berlin and in large parts of Austria it is but one-twentieth; in Westphalia, but one twenty-fifth. I myself think that this, taken in connection with the large number of children in the great European States who remain unvaccinated, proves to us what a wonderful safe-guard against small-pox vaccination is. In fact some of our best authorities go so far as to say they consider that vaccination properly performed is almost as good a preventive as going through small-pox itself. Although we have in England a compulsory Bill that was passed in 1853, yet through no executive officer being appointed it remains more or less a dead letter, and it is in consequence of this that we have such an enormous number of unvaccinated adults and children in London.

10. I understood you to say that you are altogether in favour of compulsion being enforced by legislation? So I am.

11. Would you apply the compulsion to revaccination? I would hesitate in applying it, except in childhood.

12. Simply to children? Yes.

13. What about adults in such places as gaols and public institutions? I should certainly recommend revaccination, whether vaccination had been performed in childhood or not, but I would recommend it once only.

14. Would you make that compulsory? I would in the army, and I would make it a *sine qua non* in the gaols.

15. You would apply the principle to persons confined in gaols, hospitals, and other such places, but not to the population at large? No, I would not do that.

16. Will you kindly explain? I would recommend it only for people entering the Public Service. With regard to applying it to gaols it would be rather difficult to do it because the majority of sentences are very short. If there were any danger of an epidemic I would recommend it, but not before.

17. That could not be done in an emergency? No.

18. And not unless there was a law in existence to authorise it? No.

19. The question is whether you would recommend such a law? I would hesitate in doing that.

20. You see in Darlinghurst Gaol, which no doubt you are acquainted with, there are, I suppose, 700 inmates, without the officers, in the midst of a thick population? In a case of that kind of course a law would require to be passed, and in a case of that kind, situated as the gaol is here, it would be more advisable to have it done.

21. *Mr. Wisdom.*] Is it within your experience that diseases other than vaccine diseases are communicable by vaccination? There are cases on record.

22. From your experience? I never met with one.

23. Although you have vaccinated 60,000? Yes; I never met with, nor heard of, a case in India, and if a case had come under the notice of the Inspector General and he had declined to publish it in his report we should have had a private circular about it.

24. Are syphilitic diseases common in India? Yes.

25. And you never knew of a case such as I have mentioned from vaccination? No. There are cases, I know, on record.

26. *Sir Henry Parkes.*] From what source do you think that lymph used in vaccination should be obtained? I am in favour of the use of humanised lymph, because it has more effect on the human subject than animal lymph.

27. *Mr. Wisdom.*] With regard to the lymph taken from animals which is the more efficacious, that from a cow inoculated with small-pox, or that from a cow having the natural cow-pox? Both ought to be good. There are five spurious forms of cow-pox, and they all have similar effects on the system, but if you should be vaccinated from any of those spurious forms you are not protected from the disease.

28. Do you think that the vaccine matter becomes more efficacious by transmission through the human system? It becomes more powerful; it gains strength. The failures in vaccinating with animal lymph are put down to the want of skill on the part of the operators.

29. But have not several eminent medical men given opinions that vaccine becomes weaker by going through the system? Dr. Cameron, of Glasgow, has advanced that as a theory, but I suspect there are other causes

as well, such as our over-crowded cities, and diseases in various forms. Disease has undergone several important changes during the last 40 or 50 years. I know that Dr. P. M. Latham held that opinion, and he told me himself that he very rarely had recourse to general depletion, and notwithstanding that his success was not so great at Bartholomew's Hospital as in his first years of work there. The permanent members of the National Vaccine Board in London consider that vaccine lymph has not deteriorated by transmission. I would suggest, however, if the Government decide on introducing a Bill to render vaccination compulsory that the public should be at liberty to choose between humanized and animal lymph. A station for animal lymph could easily be established in the neighbourhood of Sydney. Dr. Jenner surmised that small-pox and cow-pox were one and the same disease. Dr. Baron confirmed this view. Dr. Gassner, of Günzburg, and Dr. Thiele, of Kasar, on the Continent; and in England, Mr. Ceely, of Aylesbury, and Mr. Badcock, of Brighton, have worked out Dr. Jenner's views in such a way as to prove that these two diseases are one and the same. Mr. Simon, the late Medical Adviser to the Privy Council, in one of his reports, when speaking of vaccination, says:—"That the infection of small-pox by inoculation can be communicated from man to the cow; that its result is an eruption of vesicles presenting the physical characters of cow-pox; that the lymph from these vesicles, if implanted in the skin of the human subject produce the ordinary local phenomena of vaccination; that the person so vaccinated diffuses no atmospheric infection; that the lymph generated by him may be transferred, with reproductive powers to other unprotected persons; and that on the conclusion of this artificial disorder, neither renewed vaccination nor inoculation with small-pox, nor the closest contact and cohabitation with small-pox patients will occasion him to betray any remnant of susceptibility to infection."

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M.R.C.P.,
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30. Have you had any experience of small-pox hospitals in India? Yes. When I have had two or three cases of small-pox I have recommended that they should be placed out at once under canvass, with an efficient hospital staff on the outskirts of the military cantonment.

31. Those were not regular hospitals? No, temporary hospitals. With the artillerymen I cannot remember having had a single case of small-pox. There were cases amongst the officers, but never amongst the men, and I attribute that entirely to revaccination.

32. Then you think that vaccination in childhood is not a sufficient prophylactic or preventive? No; I think that at the age of fifteen or sixteen it ought to be renewed.

33. *Sir Henry Parkes.*] There are inspectors of vaccination in England, I believe? There are public vaccinators appointed by Government.

34. Is it within your knowledge that they have reported that disease, especially syphilis, has been communicated by vaccination? No, not to my knowledge. I have read all the reports upon the transmission of syphilis by vaccination. Mr. Jonathan Hutchinson, senior surgeon of the London Hospital, brought forward a series of cases in 1871, and in 1873 he brought forward two more series, and the result, after having carefully studied these cases, was the conclusion that as long as the vaccine vesicle contained no blood it was very improbable that the disease could be transmitted.

35. *Mr. Wisdom.*] Have you known in your experience any deaths among infants from the vaccine virus? No; but I would not recommend any one to vaccinate a person in ill health or who is suffering in any way.

36. Which period of the year have you found best for vaccination? The winter.

37. In which season have you found the least disturbance affecting the system from vaccination? About the setting in of the warm weather.

38. *Sir Henry Parkes.*] Do you think that, in a place like Sydney, small-pox could be generated without being introduced from without? I do not think so.

39. How does it arise in the first instance? It is difficult to account for it. I daresay we have had some cases going on quietly without the Government being aware of them. People do not like telling the Government they have small-pox; it is only by the cases being ferreted out that they are discovered.

40. *Mr. Wisdom.*] The first case which ever occurred must have been spontaneous? It might have been brought from home.

41. But what *Sir Henry Parkes* wants to arrive at is, whether small-pox may have made its appearance here without being brought from without? I do not think so.

42. You do not think the disease is endemic here? I do not think it is; certainly not.

43. *Sir John Robertson.*] You told us you are convinced that the people are not so prone to take small-pox after having been vaccinated? Certainly not; the danger is reduced to a minimum.

44. Suppose a hundred persons were vaccinated, and among them were a dozen who afterwards took small-pox, would they suffer as much as those not vaccinated? No, in a modified form. I have had it in my own case in a modified form, and I have been vaccinated.

45. You have had it in a different form after having been vaccinated? Precisely so.

46. Have you ever known an instance of a death from small-pox where the person has been vaccinated before he took the small-pox? No, not one.

47. *Mr. Wisdom.*] But there have been numbers of cases where persons have died after being revaccinated? Isolated cases; they are very rare.

48. But they do occur? Yes. I do not say that vaccination will protect you altogether from confluent small-pox.

49. *Sir John Robertson.*] I think you said to *Sir Henry Parkes* you would scarcely recommend that adults in gaols be compulsorily vaccinated unless some necessity arose;—would it not then be necessary to have an Act of Parliament enabling the Government, under circumstances such as that, to do it? I think so; I think great discretionary power should be in the hands of the Government, but under the advice of their medical adviser.

50. *Sir George Innes.*] With reference to compulsory vaccination, you say that you are not disposed to recommend compulsory revaccination of adults; but in the cases of adults who have never been vaccinated do you think vaccination should be made compulsory? Well, medically, I think it ought to be done, but whether it could be carried out is another question. I do not think it could be carried out. Many things we could recommend medically could not be carried out. Of course it would be better if you could get it done.

51. With reference to communication of other diseases—and particularly syphilitic diseases—by vaccination, do I understand you to say that you do not believe in the possibility of communicating syphilitic diseases? I do believe in the possibility of communicating syphilitic disease.

52. That is in cases where the lymph is mixed with blood? I doubt very much whether syphilitic disease could be communicated in any other way. *Mr. Henry Lee*, one of our best authorities at Home, and formerly

- L. H. J. Maclean, Esq., M.D., M.R.C.P., M.R.C.S.
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- formerly on the staff of the Lock Hospital in London, holds the view that at certain times there are periods of what are called syphilitic activity in the system—that is, that secondary symptoms which have been lying dormant in the system assume a state of activity, and if a person be vaccinated at this time the commotion caused in the system by the vaccine virus will bring out the disease; but the cases are very rare, and the danger so infinitesimally small, that it is scarcely worth considering.
53. Have you ever known a case of a child being vaccinated from a person suffering from constitutional syphilis? Not of my own knowledge. Rollet, of Lyons, has done it frequently.
54. You say that other persons have experimented? Rollet, of Lyons, has done it, and with a negative result. In fact, to inoculate with syphilis is very difficult, because we fail in three cases out of four. It was proposed at one time to try and protect men from attacks of syphilitic disease by inoculation, and the failures were three out of four.
55. That is not unfrequently done, is it not, in France? It has been done in France, but it has been abandoned.
56. *Mr. Suttor.*] You are clearly of opinion that vaccination of infants should be compulsory? Yes.
57. And that revaccination should take place about puberty? Yes.
58. Then if you think that should be done at that time it ought to be made compulsory? Yes; but I do not see the possibility of carrying it out. That is the only objection I have. Of course when a recruit enters the army he is bound to have it done.
59. *Sir John Robertson.*] If a man forty years of age became a recruit would he be revaccinated? Age is no exemption from small-pox. It is not like typhoid fever. The greatest mortality from small-pox is amongst the aged and the young.
60. *Mr. Wisdom.*] Have you ever heard or read of physicians of any school administering the vaccine virus internally with a view to the prevention or cure of small-pox? No.
61. *Sir George Innes.*] Have you studied the homœopathic system? Up to a certain point—sufficiently to become acquainted with its fallacies.
62. *Mr. Wisdom.*] Would you like to recommend such a practice? No, I certainly would not.
63. Not even homœopathically? No.

Henry Norman MacLaurin, Esq., M.A., M.D., L.C.S.E., introduced to the Council :—

- H. N. MacLaurin, Esq., M.A., M.D., L.C.S.E.
15 Sept., 1881.
64. *Sir Henry Parkes.*] Would you be good enough, Dr. MacLaurin, to state to us the degrees you hold? I am a Master of Arts of the University of St. Andrew's, a Doctor of Medicine of the University of Edinburgh, and a Licentiate of the College of Surgeons, Edinburgh.
65. The Government are desirous of ascertaining from you what opinion you have formed as to the desirability and sound policy of making vaccination compulsory by law, and we would be glad if in stating this opinion you would give us the experience on which it is based, and such information as may occur to you in support of it, derived from other sources; we wish you to state your opinion in your own way? In order to get the greatest possible amount of protection against small-pox it would be necessary that the population should first of all be vaccinated in early childhood—in early infancy—and, secondly, revaccinated efficiently at puberty.
66. Would you make both the vaccination and revaccination compulsory? I am merely explaining what would be necessary to get all the protection which vaccination is capable of affording. It would be necessary to have vaccination of the whole population in infancy, and, secondly, satisfactory revaccination at puberty. It would also be necessary to have the vaccination inspected carefully, so that it should be seen that each vaccination and revaccination was satisfactory. It is admitted that no vaccination can be considered as perfectly satisfactory unless the resulting cicatrices cover at least half a square inch. If the cicatrice resulting from the vaccination does not cover half a square inch it is considered an unsatisfactory vaccination.
67. *Sir John Robertson.*] You mean the mark? Yes; one thorough primary vaccination and one careful revaccination at puberty are all that are required to practically give the population complete protection from small-pox; that is to say, as great protection at least as the population would have if it had had small-pox either in the natural way or by inoculation. That is the opinion I entertain as to what would be the result of complete vaccination and revaccination, but it would be necessary that it should be guarded by inspection. Now, in respect to the facts we go upon: When vaccination has been performed, even in the child, even with the effect of raising only a single vesicle, subsequent death from small-pox in childhood very seldom indeed occurs—this we know from statistics. Dr. Marson found that of 268 reputed vaccinated persons who died in the Small-pox Hospital, 191 having the vaccine cicatrice on their arms, only three had been vaccinated in the way shown to be most protective—that is to say, only three with good cicatrices covering half an inch square. Not more than one child in eight of the whole population was found to be so vaccinated as to have the highest degree of protection which vaccination is capable of affording, and that shows that even the unsatisfactory vaccination which had taken place in England was sufficient to give such protection that it was the very rarest thing to find a death from small-pox in a child. Upon these facts I found my opinion of the beneficial effects of vaccination in infancy, and of the necessity of inspection of the vaccination in infancy, in order to be certain that the full benefit is obtained, because a child may be improperly vaccinated, and among those there would be a very much larger proportion of deaths from small-pox. With respect to sufficient revaccination after that small-pox even in its most modified form is found very rarely or scarcely ever to occur, so that revaccination is a protection against—almost a complete protection against—even a mild form of small-pox. The facts given by Heim, a German physician, are as follows: He took five years during which small-pox was prevailing in 344 places in Wurtemberg. He took 14,384 revaccinated soldiers; he took 30,000 revaccinated persons in civil life; he took also 363,298 persons in civil life who had not been revaccinated, and some of whom had not been vaccinated at all. Among the 14,384 re-vaccinated soldiers living in these towns, in five years there was only one instance of modified small-pox—no instance of real small-pox. Among the 30,000 persons in civil life who had been revaccinated carefully there were only two cases of modified small-pox in the five years; and among the 363,298 persons who had not been revaccinated and some of whom had not been vaccinated, there were 1,674 cases of small-pox, and many of them very severe.

68. *Mr. Wisdom.*] Many deaths? Yes; many deaths. Then there is a fact given by Dr. Marson. In thirty years of his service at the Small-pox Hospital no nurse nor servant there ever took the small-pox, Dr. Marson having taken care to revaccinate everyone on their coming to the hospital. There had not been a single case in thirty years' time of any servant or nurse of the hospital taking small-pox.

69. *Sir George Innes.*] May they not have selected nurses who had had small-pox? No; they simply selected persons suitable for the office. Then for about 5 months they had a number of workmen working in the Small-pox Hospital, and most of these consented to undergo revaccination; not one of those took small-pox, but out of those who declined to be revaccinated several took small-pox. I think those facts are quite as many as are required. The same thing has been observed in the London hospitals of late. In the last ten years not a single case of small-pox has occurred among the servants or nurses at the Hampstead or other small-pox hospitals.

70. *Mr. Wisdom.*] They revaccinate there frequently? They revaccinate on persons taking service.

71. But when there is any epidemic they revaccinate? There are always cases of small-pox there. But the opinion of most authorities is, as I said before, that one thorough primary vaccination and one careful revaccination after puberty are all that are required to protect the population from small-pox. Of course a person brought into immediate contact with small-pox may think it wise to revaccinate more frequently.

72. I always thought it was the custom in the small-pox hospitals to revaccinate every seven years? In Germany some authorities believe that one revaccination is not sufficient, and that it should be done every ten or twelve years; but that is based on theoretical grounds rather than upon practical experience, because we have experience of persons being revaccinated once, and that in a large number of cases they do not take small-pox. But there is no absolute protection. All that vaccination can be expected to give is equally good protection to that which a man would have if he had had small-pox before. We know that revaccination gives a better protection than if a person had small-pox in infancy; that a person revaccinated carefully is safer from having small-pox or from dying from it than a grown person who has had it in his early youth.

73. *Sir George Innes.*] As to a compulsory law for vaccination—what do you say about that? There are various things to be taken into consideration. There is the extreme difficulty of carrying out a compulsory law in this country; the population is so scattered that you would find it difficult to do so. I might throw out as a suggestion that if it were possible it might be arranged that no child should be admitted to a public school, or to any school at all, unless there were evidence that the child had been sufficiently vaccinated to protect it from small-pox. There is no doubt that it would be a great advantage to the public if all children were vaccinated in infancy, and afterwards revaccinated.

74. *Sir Henry Parkes.*] Without reference to the peculiar difficulties arising from the position of this country, what is your opinion as to whether it is necessary to make vaccination compulsory by law for the protection of health? I believe it would be a very great advantage; I believe the general protection would be very much improved by making vaccination compulsory by law; but if you wish to get the full benefit that vaccination will give, you must have, first, vaccination; secondly, revaccination; and thirdly, careful inspection of the results.

75. But you think it would be advisable or beneficial for the public health for all those things to be secured by law? Most decidedly so.

76. I would like to ask one general question—whether, in your judgment, small-pox could be generated in a country like ours without its introduction from abroad; whether there might be such a combination of putrid filth and fever for the generation of disease as would produce small-pox without its actual introduction from abroad? I believe not; diseases breed very true; that is to say, the same germ always produces exactly the same condition of disease, and the same condition of disease requires the same germ to produce it. We have no instance on record of small-pox taking its origin in a country *de novo*.

77. How did small-pox originate? I believe it is an endemic disease of the valley of the Yang Tze and other river valleys in China. Just as you get the cholera in the valley of the Ganges, as you get the plague in the Euphrates, and the yellow fever in the Mississippi, so I believe you get the small-pox in the Yang Tze Kiang. It never made its appearance in Europe until about 1,000 years ago. It was only about that time that communication with the extreme east of Asia became fairly common, and it was with the commencement of that communication that small-pox made its appearance, and small-pox came from the east. That is my belief, though I would not be prepared to substantiate it absolutely by facts.

78. *Sir George Innes.*] Is that the result of considerable study and research as to the origin of small-pox? Yes; I believe it is an endemic disease of the Chinese river valleys.

79. *Mr. Wisdom.*] Do you think that syphilis, scrofula, and other diseases are communicable by vaccine lymph? By vaccination?

80. Yes? It is possible to communicate syphilis by vaccination. Of that there is no doubt, because it has been done. It is very rare, considering the vast number of cases of vaccination—it is exceedingly rare to find syphilis communicated; but still it is a thing that might happen, and I believe it has happened.

81. *Sir Henry Parkes.*] But you have no hesitation in stating your belief that the cases are very rare? Yes.

82. Perfectly exceptional? Perfectly exceptional; and the French authorities maintain that if vaccination is carefully performed, only pure lymph used, and no blood admitted, syphilis cannot possibly be conveyed. Many people agree with them; but it would be wiser not to vaccinate from a syphilitic child. That danger might be avoided by keeping up a supply of vaccine from the calf.

83. *Sir George Innes.*] Then you would vaccinate the calf from the child? From the human being; or you might get the vaccinia from Gloucestershire, and vaccinate the calf or cow here. As for scrofula it is conceivable that if you take great pains to inoculate a child with scrofulous poison at the same time as vaccinating it you might succeed, but it has never happened so far as I know.

84. *Sir Henry Parkes.*] Have you known cases of skin diseases following vaccination, and to what cause do you attribute them? They are not uncommon. But these skin diseases are of a very transient character; they arise under many circumstances; they are mostly to be found in children, and they do not possess any constitutional importance; they are well known to all persons who have studied vaccination.

85. What is your opinion with reference to the advisability of vaccinating persons in a gaol like that at Darlinghurst, where there are 700 or 800 inmates? I think it is in the highest degree advisable; and I can speak with a little experience in that matter, because I was at one time surgeon at Parramatta Gaol, and I considered it advisable to vaccinate the prisoners there. In fact I think it is imperative that prisoners in a gaol like that at Darlinghurst should be vaccinated.

H. N.
MacLaurin,
Esq.,
M.A., M.D.,
L.C.S.E.
15 Sept., 1891.

Carl Frank Fischer, Esq., M.D., L.R.C.P., M.R.C.S., introduced to the Council :—

C. F. Fischer, Esq., M.D., L.R.C.P., M.R.C.S. 86. *Sir Henry Parkes.*] Would you be good enough to state the diplomas you hold—your status in the profession? I am Doctor of Chirurgie of Berlin, a Doctor of Medicine of the University of Halle, a Doctor of Medicine, &c., of the University of Wurzburg, a Doctor of Medicine of the Homœopathic Medical College of Pennsylvania, and of the Homœopathic Medical College of New York, a Member of the College of Surgeons of England, and a Licentiate of the College of Physicians of London.

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87. The Government are desirous of ascertaining what your opinion is upon vaccination being compulsory by law. We should prefer your stating your opinion in your own way, and we think it would be an advantage if you could state the experience upon which your opinion is based, and perhaps fortify it by some instances within your personal knowledge or within your knowledge by reading works of established authority? My opinion is decidedly in favour of compulsory vaccination, as carried on now in almost every country, at all events throughout Europe. The value of compulsory vaccination is I suppose so sufficiently proved by statistics from the time of its early discovery and its introduction by Jenner, to the present day, that it needs no further comment. My statement of the opinion is however not only based on the experience of statistics, but because I am an advocate of the law *similia similibus curantur*, the principle of homœopathic therapeutics, though perhaps this is a question better not introduced here; but upon scientific data I can show that the cow-pox being the most like disease to small-pox, the virus of cow-pox whether by introduction of inoculation or administered in the shape of medicine must be, and has proved to be, a prophylactic and a curative agent against variola or small-pox. As you are aware, statistics prove quite sufficiently that the percentage of persons vaccinated who take small-pox is very small, and how the disease in a great measure has been moderated and eradicated compared to the time before the introduction of vaccination. But then again, the length of time that the vaccine virus has been humanized by arm-to-arm vaccination for so many years, has rendered the prophylactic power doubtful, and it has been found during the time—say fifty years—that persons have not been so well protected against small-pox, that the virus seems to have lost its prophylactic power. To replenish this, as far back as thirty years ago in Germany new vaccine lymph was procured from cows. During the time I was a student in Berlin, cows were covered with the bedding of small-pox patients; these cows became diseased, and from the pustules vaccination was carried on, and consequently a fresh stock of vaccine was procured as it was believed to be of more prophylactic force. This was repeated from time to time. Afterwards, in Dresden I think, where the first vaccination institute was established, calves were vaccinated from calves and a regular animal vaccine was procured. Brussels followed next, under the Government; then, I believe Vienna, and at present in every large town in Holland there are institutions where people are vaccinated from the calf. The argument in favour of the introduction of animal vaccine is not only that it is believed the virus coming from the animal has greater prophylactic power, but I believe statistics are more favourable as to the results of vaccination in Germany than in England, in consequence of this calf or animal vaccination. At the present time the question of calf vaccination is agitated in England; and there exists now in London one establishment, conducted by Dr. Renner, where a regular supply is kept up. There are the same institutions in America. So far then as regards the prophylactic power. I am further of opinion—perhaps contrary to most other medical opinions—that constitutional diseases, such as scrofula and syphilis, may be transmitted by the process of vaccination from person to person.

88. That opinion is not generally shared by the profession? No, I do not think it is; but the opinions are very variable. I think it is shared on the Continent more than in England.

89. Will you state briefly what has been your own experience in the treatment of, or precautions against, small-pox? Well, I can only speak of positive vaccination as the surest preventive; and then my own experience includes my having given, before I could procure vaccine virus from the calf, vaccine, that is vaccine matter prepared medicinally or rendered as medicine, instead of introducing it into the system by vaccination.

90. You are vaccinating at the present time? Yes, from the calf, and only from the calf.

91. To what extent? I have vaccinated nearly 400 persons.

92. In what time? From the 26th of July last, which was the date I commenced. I have vaccinated now about 390 cases.

93. Most of your cases turned out well? I have scarcely a failure on record.

94. We gather from what you have stated that you have no hesitation in expressing an opinion in favour of a compulsory law on the subject? Yes.

95. But you would apply the principle of compulsion only to children I presume? I would go as far as on the Continent, in Germany. Now, I believe, in Prussia revaccination is required at the twelfth year of age.

96. Then you would apply the principle of compulsion to revaccination as well as to vaccination? I think I would. I believe this question is agitated at present in England, consequent on the present epidemic, and when the law is once to be made I would certainly include re-vaccination, if not at twelve, I would say at twenty-one years of age. I know that for a long time past in the German Army every young man when entering if he has not been revaccinated has to be revaccinated; this is at the age of nineteen to twenty-one.

97. *Mr. Wisdom.*] You say that you are of opinion that syphilitic and scrofulous diseases can be communicated by vaccination, but have you known any case in your own experience? Yes, I have. I have seen children and treated children of very healthy parents and healthy families who after vaccination have become diseased. Scientifically, by the highest class of pathologists, the question is not doubted. Medical men generally have perhaps not entered so minutely into this question, and not observing instantaneous or acute effects doubt it. Suppose a child is vaccinated, and the instantaneous effects of the vaccination are not acutely manifested, but scrofula or secondary syphilis being transmitted to this child, at the age of 13 to 20 symptoms of tuberculous or other constitutional disturbances, perhaps tending to syphilis, develop themselves; you would hardly attribute this condition to the vaccination in infancy, although no other member of the family may be similarly afflicted, but still this might result from vaccination. An instantaneous effect of constitutional diseases would hardly manifest itself immediately after vaccination in every case; it would only be in isolated instances.

98. But in such cases as that of which you speak, it is possible that the disease may not have been the result of vaccination? Quite so; but there is no reason why it should not be attributed to that.

99. But it is quite consistent with what you know that it might have been introduced in another way? Yes, it is quite consistent.

100. What I want to know is whether within your own experience a case has occurred? I actually know a case where a child has been vaccinated, and where I have seen manifested in the child soon after vaccination symptoms of syphilis.

101. Only one case? I will not say only one, but I know this one.

102. *Sir George Innes.*] In cases of that sort, in an isolated case, may not the disease have been latent in the system of the child? Probably. It may be that the disease has been excited and become developed by the process of vaccination. This question is very difficult to answer positively, and is at present occupying the minds of the profession in all countries. There are a *pro* and a *con*, but I would say on a scientific basis that those who are for the transmission of diseases are on the better side.

103. *Mr. Wisdom.*] Do you think those diseases might be transmitted by taking only the lymph from arm to arm, or must there be some of the blood taken? I believe they can be communicated by the mere transmission of the lymph, without blood, because the lymph itself is the product of the plasma of the blood, and when too old—when even a day too old—is transformed into pus. It is often not possible for a medical man to judge when the lymph has lost its crisis, and so with the most careful vaccination danger is a possibility. You cannot place this question on a very minute basis, but on a broad scientific pathological basis there can be no doubt that it is possible, and I believe that through the lymph itself constitutional diseases can be transmitted.

104. You vaccinate from the calf direct? Yes.

105. But these calves have been vaccinated from some persons having vaccine disease? My calves were originally not vaccinated from human vaccine but from virus collected for me by Mr. A. Mackenzie, of Bondi, from a cow, and from virus I brought from Europe.

106. Where was that obtained? From Vienna, from the calf.

107. Were those calves vaccinated from human virus? That I could not positively state. I could not positively say where it originally came from, because the institution in Vienna has existed a long time. I have perhaps vaccinated twenty calves through which the vaccine has passed, and there would scarcely be any traces of human virus there.

108. What is the origin of cow-pox—is it caused by contact with a person suffering from small-pox? The cow-pox is understood to be a zymotic disease in the cow, and originates in the animal in the same way as in a human being. It can also be transmitted from the horse to the cow. In the horse the disease is known as the quitter, swelled leg. It has also been observed that during a small-pox epidemic cows are more liable to be affected with cow-pox.

109. Would that not go to show that the cow-pox arises from contact with a person suffering from small-pox? No. I do not think that is the case. In districts and places where there is no small-pox epidemic cows have been affected. But there are five varieties of pox affecting cows, differing from each other. There is the water-pox, from which you could not vaccinate. There is a pox like a hard nodule, which is also considered a cow-pox, and which could not be transmitted. It is very difficult to distinguish in the cow the real vesicle fit for vaccination.

110. Have homœopathists administered vaccine matter internally for the prevention and cure of small-pox? Yes.

111. With success? Yes, I can speak of that personally. During the years 1849 to 1853 I practised in London, and had many cases of small-pox, the majority of which I treated with vaccine internally. In April, 1851, I myself was afflicted with small-pox, and I took vaccine virus, partly for experiment, at the very commencement of the disease, in not an infinitesimal dose.

112. *Sir George Innes.*] An allopathic dose? I may have taken a drop of the vaccine matter directly. I succeeded admirably in my case; the disease was checked, and instead of crusts scales formed on the pustules which peeled off.

113. *Mr. Wisdom.*] You actually had the small-pox? Yes; and besides taking the vaccine matter internally I vaccinated myself, and here I am without marks. I will go further, and lay little stress on my own experience: The Homœopathic Literature is full of cases recorded, and I will quote a few. Dr. Rummel reports having treated in one epidemic 110 cases with vaccinine without one failure. Dr. Kallenbach writes: "In the winter of 1858 to '59 a wide-spread small-pox epidemic raged through Holland, attacking the vaccinated as well as the unvaccinated. I treated thirty-four patients with vaccinine. The course of the disease in all patients was shorter and milder than under allopathic treatment. We made the following observation on two children never vaccinated: that the suppurative stage was missed, the fully developed pustules getting dry and brown on the seventh day without suppuration. During the epidemic I gave more than 200 persons vaccinine as a preservative, and not one got either variola or varioloid."

114. Have any allopathic practitioners used vaccine virus internally? Yes; Dr. Nogueira, an eminent allopathic practitioner of Porto Alegre in Brazil, reports having cured during an epidemic of small-pox a number of cases with vaccine in not infinitesimal doses. (*New York Journal of Medicine.*) Dr. Bayes, of London, writes: "I was induced to try the effects of vaccinine in small-pox, and gave it as soon as the eruption was apparent; it had a very marked effect in reducing the areola round the pustules, and consequently in severe cases in reducing the general swelling and heat of the skin. The irritation is greatly lessened and the whole development of the disease appears modified. I would add one other remark that the peculiar odour of small-pox was much less in those cases treated with vaccinine."

115. According to your theory of the transmission of this disease syphilitic diseases might be cured by the same mode? Certainly. I believe that every poison or medicine which produces a similar or like condition and symptoms to a disease would be the specific against it.

116. Administered internally? Yes; or by injection or inoculation, but in such infinitesimal doses as not to produce unnecessary or severe disturbances.

117. *Sir Henry Parkes.*] You are aware that in London there are Government inspectors of vaccination who have seen hundreds and thousands of cases. Do you know whether they have reported any cases of disease in which syphilis has been communicated by vaccination? No. In England the question of the introduction of syphilis by vaccination is yet an open one. There are two sides—some, even anti-vaccinationists, are for the fact, and others against it. But it would be exceedingly difficult even for an inspector of vaccination to see traces of disease immediately coming on after vaccination. We oftentimes hear from parents—from mothers—the expression, "Ever since my child has been vaccinated it has been ill." I believe there can be no medical man who has not heard such things as "Ever since my child has been vaccinated an eruption has come out." I have seen very many cases of skin disease following vaccination.

C. F. Fischer,
Esq., M.D.,
L.R.C.P.,
M.R.C.S.

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118. *Mr. Wisdom.*] Since the recent outbreak? I have not seen any since the recent outbreak here; the time is too short. But mothers come to me continually, saying, "Since my child has been vaccinated I have observed this and that," and we must give some credit to what parents say in this way.

119. *Sir George Innes.*] If you believe in the liability of communicating human diseases may there not be a possibility of communicating diseases from which cattle may be suffering if you use lymph direct from the calf? Yes, if there were any constitutional diseases in cattle or domestic animals which could be transmitted, but there are none. There is no scrofula nor syphilis in cattle. Besides we live on the flesh of animals, our fibres are built up from it, our blood replenished, and therefore if there were transmissible diseases the germs of them would not be destroyed by cooking and by the preparation of food. Hence such diseases would have been generated in man by other means than by the transmission of vaccination. This is the reason why I believe no diseases from animals can be transmitted by vaccination.

120. Then you do not believe in the transmission of disease from the cattle? No; by that I mean constitutional diseases, such diseases as those which give rise to abnormal degeneration of our tissues as amyloid or fibroid degeneration, scrofula, or syphilis. But infectious diseases like cow-pox, or the glanders in the horse, or the hydrophobia of the dog, can and do affect man.

121. But notwithstanding your belief in the possibility of communicating diseases of terrible character you are in favour of a compulsory law? Yes, rather than have small-pox disseminating our population in this fair land, and I think there is no necessity for hindering careful vaccination as it is going on. It is better even that now and then constitutional diseases may be transmitted than that we should have small-pox raging amongst us and we not preventing it while we know it is in our power.

122. *Mr. Suttor.*] I suppose you know that cattle suffer from pleuro-pneumonia? Yes, pleuro-pneumonia is a sporadic or epidemic disease.

123. I dare say you are aware that it is common amongst cattle-breeders to inoculate one animal from another to prevent the spread of the disease? Yes.

124. And do you think there is no possibility of a calf suffering from that disease, and from which you take the lymph, injuriously affecting a child? Certainly not, for a calf having pleuro-pneumonia would be too ill to be vaccinated, and pleuro-pneumonia not being a constitutional or hereditary disease could not be transmitted from cow to calf, because this disease is only an epidemic or sporadic disease—inflammation of the lungs—and like any epidemic, but not constitutional like scrofula or syphilis, which is transmitted from father or mother to child. In pleuro-pneumonia the animal, as it is after any acute illness, when the crisis is over and the disease has passed its course, is quite well again.

125. *Sir Henry Parkes.*] I should like to ask one general question: Do you think small-pox could be generated in the City of Sydney, for example, without being introduced from without; that is, could there be such a condition of putrid filth, generating distemper, as would produce the disease without its being introduced? That is a question which is difficult to answer. Epidemics like small-pox, scarlet fever, measles, &c., are generally spread by contagion. Germs may float in the atmosphere and so the miasma may be carried, and in a place where there is filthy and bad ventilation conditions may exist which favour the development of the germ in that locality. The miasma can adhere to clothes, to articles of various kinds, and be carried about to develop in a congenial soil. Miasma may be carried by persons who have not themselves been afflicted by the disease. But it is not unlikely that even suddenly the germs or bacteria may develop themselves at times, and under favourable circumstances foster the disease. It is therefore not necessary that by personal contact only the disease has found its origin here.

126. You think that is possible? Yes.

127. *Sir George Innes.*] Small-pox must have begun somewhere? Yes, but in London and other large towns outbreaks constantly occur.

128. *Mr. Wisdom.*] I suppose the origin of small-pox is not known? 2,000 years before Christ it was in China, and old manuscripts in Chinese and Brahmin refer distinctly to small-pox 25 years after Christ, when it was carefully described in a Chinese library; in 1323 in a work published it appears that inoculation was practised in China.

129. *Sir Henry Parkes.*] You said something just now about children having a disease. You stated that a number of children got skin diseases after vaccination;—are you quite clear that these diseases might not have been latent in the system and brought out by vaccination? Probably. This is a question difficult to answer to a nicety. If I have a patient with a skin disease in a family where there is no member similarly afflicted, and this skin disease has come after vaccination, should I not suppose that it might have been introduced by it. I recollect a little patient who had croup and disease of the throat, and who was vaccinated from a child liable to throat diseases. No other member of the family was liable to it. The mother positively stated that the illness originated with the vaccination. Could I in this case doubt it?

130. *Mr. Suttor.*] But do you not think that a mother often tries to find a cause for a child's illness? Yes; it may be that vaccination excites latent diseases. But speaking pathologically, the vaccine plasma or virus which generates in the pustule is but the product of the plasma of your blood, having been excited by the poison which I introduced in your constitution by inoculation. It creates an inflammation and general fever, and develops the vaccine pustules. When vaccinating I introduce only a small, scarcely appreciable, quantity of virus; the miasma or germ in this virus entering your circulation produces a specific illness, a fever, pain, and general disturbance in your system; then the places where the vaccine virus has been introduced fills with lymph, a morbid product which has been created within you; and is it not likely that constitutional disease germs which afflict you go in this virus? Or will you tell me that the virus of a diseased person—say syphilitically diseased—is as pure as the virus of a perfectly healthy person? That morbid matter which exists in persons may contaminate and go into the vaccine virus may be proved by the following case:—I had a patient suffering from psoriasis. This man was vaccinated, and with the process of vaccination his skin disease disappeared. Here also the miasma which favored the production of the skin disease must have influenced or gone into the vaccine virus which was thrown off by him as a morbid product. If I vaccinated you with the lymph of this man should I be wrong in supposing that I would introduce the tendency to psoriasis in your system? Nay, could it be denied that I could introduce psoriasis in your system by that vaccine?

131. *Mr. Wisdom.*] Would not these diseases—scrofula, syphilis, and others—be just as likely to be communicated by the small-pox virus as by the vaccine virus. Supposing a person to get small-pox from a syphilitic child or man would not syphilis be liable to be transmitted in that way? No, I do not think so.

132. Then why from the vaccine virus? If I inoculated from the pustules of this patient I believe he would, but if the person gets the small-pox through the miasma or germs which surround the atmosphere of that patient I think it is impossible that syphilis could be transmitted; this would be syphilitic small-pox. In this case the disease is introduced probably by the mucous membranes, or even by inhaling; in the other case by directly bringing the virus into the blood.

133. *Sir George Innes.*] But small-pox produces as much constitutional derangement as vaccination? Certainly, and more so; but I would say that it is impossible to transmit syphilis from the miasma or by contagion with a small-pox patient.

C. F. Fischer,
Esq., M.D.,
L.R.C.P.,
M.R.C.S.

16 Sept., 1881.

FRIDAY, 16 SEPTEMBER, 1881.

MINISTERS PRESENT :—

The Honorable Sir Henry Parkes, K.C.M.G.,
The Honorable Sir John Robertson, K.C.M.G.,
The Honorable James Watson,
The Honorable Robert Wisdom,

The Honorable James Hoskins,
The Honorable John Lackey,
The Honorable Sir George Innes, Knt.,
The Honorable Francis Bathurst Suttor.

Charles K. Mackellar, Esq., M.B., introduced to the Council :—

134. *Sir Henry Parkes.*] Would you be good enough, Dr. Mackellar, to state the degrees you hold? Bachelor of Medicine and Master in Surgery.

135. The Government are desirous of eliciting your opinion on the question of compulsory vaccination—that is, whether you have any fixed opinion on the subject that it is necessary or not for the protection of the public health to enforce vaccination by law. We would be glad if, in stating that opinion, you would explain the evidence upon which it is based, and give any facts that occur to you in illustration of it. We would like you to do it in your own way? Last night I jotted down some notes on this subject, which probably it would take 5 minutes to read, and if you please I will read them to you. Of course the statistics upon which I have based my opinions are not our statistics. We have had no opportunity in this country of coming to any definite conclusion as regards the probable death rate from small-pox should it become epidemic amongst us, further than by comparing this with the countries which are similarly circumstanced—that is to say, other countries in which vaccination is not *universally* practised among the people. But I will just read to you one or two notes I have here. These I have written in order to place them before the Health Board. They will form about a two-paged pamphlet, which I intend to advise them to circulate among the people, as there seems to be on this subject a considerable difference of opinion among people generally, though very little difference of opinion in the profession, and I have written them with a view to draw attention to the horrors that accompany small-pox, and to the means that we may adopt to evade those calamities. They were compiled from various sources, but chiefly from a small pamphlet issued by Mr. Ernest Hart, who is the Chairman of the Committee on Parliamentary Bills for the British Medical Association :—

C. K.
Mackellar,
Esq., M.B.

16 Sept., 1881.

A few facts concerning Small-pox and Vaccination, compiled from various sources.

It has been said that, "it is easy to be bold against an absent danger, to despise the antidote whilst one has no painful experience of the bane," and to nothing in this world does this more aptly apply than to small-pox and vaccination. We who live in a country more or less protected from small-pox, by vaccination, have very little idea of that disease in all its loathsomeness. If we wish to form a correct estimate of it we must either go back to the records of the last century in England, or to those of the present time in countries where vaccination is not practised. We will do both :—

1st. In England during the last century small-pox was always present, and when not badly epidemic it caused one-fourteenth, whilst in France it caused one-tenth, of the whole death rate.

Dr. Léttsom, an authority on this subject, calculated that the average annual death-rate from small-pox was 3,000 in every million.

But its ravages are not half enumerated in the sum of those killed, for (says De la Condamine) many are left consumptive, weakly, and sickly; many are disfigured for life by horrid scars, and become shocking objects to those who approach them; and Sir Gilbert Blane tells us that two-thirds of those who applied to the Hospital for the Indigent Blind had lost their sight by small-pox.

2nd. How does it appear at the present time in unvaccinated communities? Consul-General Bulwer (see *Despatch*, February 27th, 1873) says, that at the town of Brunei, in Borneo, in a few months, at the end of 1872 and beginning of 1873, out of a population of 35,000, 4,000 died of small-pox.

Mr. Ashbury, the senior Member of Parliament for Brighton, who in the course of a recent yachting cruise visited Ceara, a Brazilian Scaport of 70,000 inhabitants, shortly after an epidemic of small-pox which had decimated the town, found that in 1878-79 no fewer than 40,000 deaths from small-pox had taken place. These figures will show that small-pox has lost none of its virulence in those countries where the glorious discovery of Jenner is unknown or unpractised.

Now how has vaccination affected the small-pox statistics in England? Well from the year 1854 (when the Compulsory Vaccination Act was passed), until 1879, during which period there were two epidemics of small-pox, the annual death-rate from that disease was 208.5 per million.

These statistics would to most reasonable minds be conclusive evidence that vaccination was to be relied on as a preventive, but if more proof were necessary it would be found in the facts related by Mr. Marson, who for 41 years was resident surgeon of the London Small-pox Hospital. He says, that the nurses and other servants of that Institution must invariably submit to vaccination, which in their case is often re-vaccination, on taking office, and so perfect has been the protection that though they live in the closest and most constant attendance on small-pox patients, he never, during his 41 years of office there, knew small-pox to affect one of these nurses or servants.

Mr. Marson further says, that in 30 years he had under his personal care in hospital 15,000 cases of small-pox, and that the death-rate among the unvaccinated was 35 per cent., while among those vaccinated it was only 6½ per cent. Drs. Seaton and Buchanan, who during the epidemic of 1863 examined 50,000 children in various national schools and workhouses, &c., in England, found that many were unvaccinated, and the rest were vaccinated in various degrees of efficiency. Of every 1,000 without vaccination marks

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360 had scars of small-pox, whilst of every 1,000 who had vaccine marks only 1·78 had traces of that disease. It is a well known fact that of persons who have had an attack of small-pox a few are liable, under certain circumstances, to a second attack. The same may be said of those vaccinated, and in much the same ratio. The records of the Royal Asylum of Chelsea show this has been 6·15 and 7·06 per thousand respectively during the stay of 5,744 boys who were admitted to that Asylum during a period of forty-eight years.

Now against these facts favouring the practice of vaccination, what objections are urged? That vaccination propagates syphilis, consumption, and other hereditary diseases.

Mr. Marson, who has vaccinated some 50,000 people, says, "I have never seen other diseases so communicated; and Dr. West, of the Children's Hospital, London, who has treated 50,000 to 60,000 children, since 1832, says "he does not think that vaccination does produce disease"; and similar evidence is given by Drs. Gull, Sir James Paget, and hosts of other men, the most celebrated in the world in their profession, while Sir William Jenner says, "I should think myself wicked and really guilty of a crime if I did not recommend every parent to have his child vaccinated early in life."

To conclude, the Select Committee of the House of Commons on this question says, "After careful consideration of this evidence, and of medical, and other evidence given in reply, your Committee agree with the general opinion, that if the operation is performed with due regard to the health of the person vaccinated, and with proper precautions in obtaining and using the vaccine lymph, there need be no apprehension that vaccination will injure health, or communicate any disease"; and further on they add, "That it is the duty of the State to endeavour to secure the careful vaccination of the whole population." That is culled chiefly from a small pamphlet, as I said before, and I am about to recommend it to the Board of Health for publication.

136. Do you hand it in to us? Yes, I will hand it in to you. My own experience has been that I have never seen syphilis, or any other disease, produced from any case I have vaccinated, nor do I consider it possible that syphilis, or any disease, could be produced in a case where vaccination is properly carried out.

137. I do not think you have stated in so many words your opinion as to whether we should enforce vaccination in this Colony? My opinion is that we shall have no security against an epidemic of small-pox until an Act is passed compelling the whole of the population to be vaccinated.

138. You mean compel vaccination in infancy? Yes.

139. Would you apply the principle of compulsion to revaccination? I would not.

140. I suppose you are of opinion that revaccination is advisable? Yes, but I would not enforce it. I had experience in the epidemic of 1871, when I was in the habit of visiting small-pox patients, I having been vaccinated only in infancy. I never knew a person who had been vaccinated, or rather who bore the marks of vaccination, to take small-pox. I know that persons frequently take small-pox who have been vaccinated, but it never occurred in my experience.

141. Gentlemen who have come before us have stated it as their opinion that revaccination at the age of puberty or a little before is absolutely necessary to those who are vaccinated in infancy? The best authorities say it is advisable; I do not think they say it is absolutely necessary.

142. You would not compel them to revaccinate? I would not.

143. *Mr. Hoskins.*] You would not advocate the compulsory vaccination of adults? I would not; nor would I advocate the compulsory vaccination of all infants indiscriminately. I think a power should be left in the hands of some responsible authority, who would state those who were unfit for vaccination, for occasionally it happens that children are not fit subjects for vaccination.

144. *Sir Henry Parkes.*] In what respect? They are otherwise unhealthy.

145. Do you think that the disease of small-pox could be generated by certain conditions of unhealthy existence without being introduced from without? I think not; we have no authority for saying so.

146. It must have had an origin? Yes, but that is in the remote past, which we do not know anything about.

147. What is your opinion as to the advisability or even the necessity of vaccinating in such a place as Darlinghurst Gaol, where, I believe, there are upwards of 700 inmates? I think it is absolutely necessary that every criminal who goes into the gaol should be vaccinated immediately.

148. And in that respect you would make it compulsory with adults? In that respect. Those people come from the lowest part of the town where small-pox is rife, and I would have them treated very much as the employes of foreign Governments are treated—revaccinated against their will; for they are very well calculated to spread the disease.

149. *Mr. Hoskins.*] Do foreign Governments compel? All their officials.

150. Does the German Government do that? The German Government does it in the army, and the French do it in the army.

151. *Sir Henry Parkes.*] I heard somebody say the French had a compulsory Act now? I am not aware of the fact.

152. *Mr. Wisdom.*] Would you recommend compulsory vaccination in the case of adults not vaccinated in infancy? Certainly.

153. *Sir Henry Parkes.*] In one word, you would make vaccination compulsory upon everybody? Compulsory upon everybody, for the safety of the general public.

154. *Mr. Hoskins.*] That is to say, where they have not been vaccinated in infancy? Certainly. In point of fact I think I would go further. I think it is advisable that vaccination should be certified to by a Government official, that it should not be left to practitioners generally, some of whom are mere birds of passage.

155. Where compulsory vaccination is carried out with anything like uniform order there are inspectors to report on the vaccinations, are there not? I do not think so. A large number of the vaccinations in England are conducted by private practitioners, and they certify to them. I do not know whether the same is the case in the State vaccinations, but I think the private practitioners often vaccinate children never seen by a Government official. Unless I err, that is the case.

156. I gather that you would advise or rather approve of the Government being armed with the power to make vaccination among the prisoners, in Darlinghurst Gaol for instance, compulsory? Certainly.

157. Is that in consequence of there being so large a number of persons congregated together in such a large building? It is in consequence of the localities from which these persons come, and their liability to spread disease.

158. Would not that recommendation apply equally to every institution under the Government where a large number of persons are brought from all classes of the community—for instance, the Benevolent Asylum? I think not. Those persons who are taken to gaol, and remain there for a few days, plant seeds of disease in the gaol, and then pass away again into the community. In the Benevolent Asylum the people are retained for a time, and there would be some opportunity of seeing the disease from its advent.
159. *Sir Henry Parkes.*] What would you say to an institution such as the asylum at Liverpool, where there are some 800 decrepid old men? I should say vaccinate, but it should not be enforced in their case. I think the officer appointed by the Government to exercise certain discretionary powers would certify probably that this was not necessary. A decrepid old man would not require to be vaccinated, but I think you should run the risk there.
160. Simply running the risk against the chances of injury? I think so.

C. K.
Mackellar,
Esq., M.B.
16 Sept., 1881.

Harman Tarrant, Esq., L.R.C.S., L.R.C.P., M.P., introduced to the Council:—

161. *Sir Henry Parkes.*] Would you have the goodness to state what degrees or diplomas you hold? I am a Licentiate of the Royal College of Surgeons in Ireland; a Licentiate of the Royal College of Physicians of Edinburgh; and a Licentiate in midwifery of the Royal College of Physicians of Edinburgh.
162. The Government are anxious to obtain your opinion on the question of compulsory vaccination—whether or not you consider it is necessary for the protection of society that legislative power should be given to compel, all children at least, to be vaccinated. We would like you to state your opinion in your own way, and if it is based on any experience you will probably state what your experience has been; and perhaps you will be good enough to give any instance or statistics that may occur to you in support of that opinion? I consider that vaccination is about the best preventive we have of the disease of small-pox. If any person asked me as a custodian of the public health if I would prefer the disease of scarlet fever to that of small-pox in a community, I would certainly say I would prefer the disease of small-pox, because it is one of those diseases which we have the power to stamp out by a properly conducted system of vaccination and re-vaccination. I consider that when a person has been vaccinated if he should take the disease of small-pox he will take it in a very mild form, and I look upon re-vaccination as almost a preventive against a person taking that disease. I have had a good deal of experience in the treatment of small-pox in Dublin. I attended the fever and small-pox hospital there; and when nurses were taken upon the staff of that institution they were always vaccinated. Even if they had previously been vaccinated they were subjected to re-vaccination, and we had not within my recollection a single case of small-pox occurring among the nurses on the staff of that institution.
163. Do I understand you to say that you would apply the principle of compulsion to revaccination as well as to vaccination in the first instance? No, I do not think it is necessary, because I think that when persons have reached adult age they are capable of judging for themselves; but I think a parent having charge of a child should be compelled to have the child vaccinated.
164. What would you do with adults who have not been vaccinated? That is a debatable point; I should not like to give any decided opinion upon that.
165. Then you would confine the application of the principle of compulsion to infants? Yes, to children.
166. Could you state to us any cases where the non-existence of vaccination has led to ravages by the disease, in contrast with cases where vaccination has been a preventive of the disease? Well, I think the best proof of that is to be found in the appearance of the young generation of England at the present time. You will see very few of them marked with the pits of small-pox, whereas if you go back fifty years nearly three out of every five people were marked by the pitting of small-pox.
167. *Mr. Wisdom.*] Is that not owing greatly to the mode of treatment? I do not think it is, because almost the same treatment was adopted by medical men many years ago to prevent pitting as is adopted at the present day. They adopted a mode of treatment to keep light and air from interfering with the pustules, and the same mode of treatment is adopted in the present day, except that perhaps our appliances are a little better.
168. *Sir Henry Parkes.*] Do you think it possible for the disease of small-pox to be generated by conditions of infectious filth favourable to the production of disease, without its being introduced from abroad? No, I think the disease of small-pox being a specific poison is likely to occur from contagion, like the majority of eruptive diseases. No doubt the neglect of proper sanitary measures would favour the spread of any disease when once established.
169. It must have had an origin sometime or other; but you do not think, taking this Colony of New South Wales for example, that it could be produced here without being introduced from without? No; I think not. Dr. Watson, an eminent authority, states that "Small-pox never occurs except from contagion."
170. What is your opinion about such a place as Darlinghurst Gaol, where the inmates number more than 700, in the midst of a thick population, or such a place as the Benevolent Asylum at Liverpool, where the inmates number 800 or 900, but are mostly decrepid old men;—do you think that vaccination should be carried out in such places as those? Well, I would first like to know whether you ask my opinion as a Member of the medical profession or as a Member of the Assembly?
171. Certainly not as a Member of the Assembly? I think the Government were perfectly justified in the steps they took to enforce vaccination in the gaols of the Colony.
172. I was not thinking of that, I may perhaps explain —? I think in the interests of the whole community it was a perfectly justifiable action on the part of the Government to issue instructions to have the inmates of these institutions vaccinated.
173. I think it is perhaps just as well I should explain to you, Dr. Tarrant, that the object of the Government in asking different members of the profession to state their opinions here is not really to fortify the Government in anything they do, but if possible to conciliate the public to anything that may be done to remove prejudices by the weight of medical authority, as far as we can; that is our object. In asking you about Darlinghurst Gaol I had not the remotest thought of what occurred in the Assembly, but all my thought was confined to the circumstance that there is a mass of persons there, numbering between 700 and 800 or more (I do not know the exact number), and that they are there confined in a building in the midst of a dense population; and I merely wanted to elicit your opinion as that of a medical man, whether you thought that in such a case the protection of society demanded the vaccination of those people? Yes; I think that taking into consideration the public health—the health of the inhabitants of the city—the Government were perfectly justified in the action they took in the matter. I state that as a medical man.

H. Tarrant,
Esq.,
L.R.C.S.,
L.R.C.P.,
M.P.
16 Sept., 1881.

George Marshall, Esq., M.D., L.R.C.S., introduced to the Council :—

G.
Marshall, Esq.
M.D.,
L.R.C.S.
16 Sept., 1881.

174. *Sir Henry Parkes.*] Would you be good enough to inform us what degrees or diplomas you hold? Licentiate of the Royal College of Surgeons, Edinburgh, and M.D. of the University of Glasgow.

175. The Government are desirous of ascertaining what your opinion may be on the question of compulsory vaccination. In this Colony hitherto there has been no such law, nor have there existed any formal regulations on the subject, and the question naturally enough arises whether or not some measure should be introduced to make vaccination uniform amongst the children of the country at least. We would like you to favour us with your opinion, stating it in your own way, and giving an explanation of any personal experience on which it may be based; and also we shall be glad if you will give us any statistics or authorities which support it? I am a strong advocate for vaccination; I was vaccinated when I was only an infant, and I have been often exposed to small-pox since without being infected with the disease. I believe the only proper mode of stamping out small-pox is by vaccination. I remember that some years ago, when I held an appointment as a dispensary surgeon in the north of Ireland, small-pox was introduced into the district on two occasions by inoculation, and on each occasion it was stamped out by vaccination. On another occasion a lady, who was very much opposed to vaccination, had her child inoculated with small-pox, and the child being very ill after, she sent for me to attend to it. While paying my visit I vaccinated her other children, two in number, contrary to her wishes; she then actually took the two children I had vaccinated and put them into the bed with the child who had small-pox, and they did not take the small-pox. These are cases that came under my own observation.

176. You then would be in favour of making vaccination compulsory? I would.

177. Would you confine the application of the principle of compulsion to infants—to children? No.

178. Do you think it necessary for persons who have been vaccinated in infancy to be revaccinated at the age of puberty or afterwards? Yes, I think it would be necessary to do so.

179. Would you apply the principle of compulsion to revaccination as well as to vaccination in the first case? Well, if the cicatrices were at all doubtful, and not bearing the proper marks of successful vaccination in the first instance, I should certainly insist upon revaccination, as I consider it is the best course to adopt in all doubtful cases.

180. Have you any authorities that you could produce as to the effect on given numbers of persons who have been vaccinated, in contrast to the effect upon given numbers who have not? Yes; I have a work here with a few statistics that I have marked. Do you mean the death-rate of those who have been vaccinated and those who have not?

181. Yes; the effect in view of the public health? This is Dr. Aitken's "Science and Practice of Medicine," vol. I, page 281 :—"To prove the influence of vaccination in England, it is shown that out of every 1,000 deaths in the half century, from 1750 to 1800, there were ninety-six deaths from small-pox; and out of every 1,000 deaths in the half century, from 1800 to 1850, there were only thirty-five deaths from small-pox. To prove the influence of vaccination on the Continent, it is shown that in various German States sufficient evidence can be obtained to show that out of every 1,000 deaths *before vaccination was used*, 66.5 were deaths from small-pox; but that out of every 1,000 deaths *after vaccination* came into use, the deaths from small-pox were only 7.26. To prove that in countries where vaccination is most perfectly carried out small-pox is least mortal it is shown that: (a) In this country where vaccination has been voluntary, and frequently neglected, the deaths from all causes being 1,000, the deaths from small-pox were as follows :—London, 16; Birmingham, 16.6; Leeds, 17.5; England and Wales, 21.9; Perth, 25; Paisley, 18; Edinburgh, 19.4; Glasgow, 36; Galway, 35; Limerick, 41; Dublin, 25.6; Connaught, 60; All Ireland, 49. (b) In other countries where vaccination has been more or less compulsory, the deaths from all causes being 1,000, the deaths from small-pox were as follows :—Westphalia, 6; Saxony, 8.33; Rhenish Provinces, 3.7; Pomerania, 5.25; Lower Austria, 6; Bohemia, 2; Lombardy, 2; Venice, 2.2; Sweden, 2.7; Bavaria, 4. Evidence corroborative of these results has been adduced by Dr. Balfour from the records of the Army and Navy Medical Departments, where every soldier or sailor is protected by vaccination, if he has not previously suffered from cow-pox or small-pox. 1. For twenty years, namely from 1817 to 1836 inclusive, it is shown that in dragoon regiments and guards, with an aggregate strength during that period of 44,611 men, and a total mortality of 627, only *three* deaths were from small-pox. 2. Among the troops at Gibraltar, the aggregate strength being 44,611 men during that period, and a total mortality of 1,291, only *one* death from small-pox occurred. 3. In the West Indies several epidemics of small-pox prevailed during the period, but there were *no deaths* either among the British or white troops, of whom the aggregate strength was 86,661, and with a total mortality of 6,803. Among the black troops on the same station, with an aggregate strength of 40,934, and a mortality of 1,645, there was not *one* case of small-pox. 4. At Bermuda, Nova Scotia, New Brunswick, Cape of Good Hope, and the Mauritius, not a death from small-pox occurred during the twenty years mentioned; and the white troops of Western Africa wholly escaped this disease, while the black unprotected population were dying by hundreds." I wish to mention that vaccination prevents an epidemic of small-pox. We have not had nearly so many epidemics of small-pox since vaccination was established; it has lessened the influence of small-pox.

182. *Mr. Wisdom.*] With respect to Darlington Gaol: considering the number of prisoners there, and the fact that the gaol is surrounded by a very dense population, would you approve of compulsory vaccination with regard to the prisoners? Yes, I think if you do not have it compulsory you will not be able to stamp out the small-pox.

183. With respect to the asylum at Liverpool, where there are some hundreds of very old people, do you advise compulsory vaccination with regard to them? Well, it would depend of course very much upon how they have been vaccinated in the first instance. If the mark on the arm is a genuine one of course I would not insist upon re-vaccination, but if the mark is doubtful I would.

184. Would there not be far more danger attending the vaccination of elderly people such as are in that institution? I have been vaccinating for thirty years, and I have never had a bad case, and never have seen any serious effects from vaccination.

185. Not even in vaccinating elderly people;—is there not a considerable constitutional disturbance? There is what is called vaccine fever, and if the constitution is not in good order at the time the person is vaccinated there may be some bad results.

186. You are speaking generally; I am speaking with regard to old people? Old people are not so liable to take small-pox. I do not consider there is any danger in vaccinating old people, provided they are in good health.

187. *Sir John Robertson.*] You would not have compulsory vaccination where those old people are, would you? Well, it would depend very much upon how they had been vaccinated in the first instance. If the mark on the arm was doubtful I would compel them to be re-vaccinated; if the marks were genuine I would not insist upon it, nor would I if their state of health was not good.

188. *Mr. Suttor.*] Do you not think it necessary to revaccinate when the original mark has disappeared? Certainly. I think revaccination is necessary.

189. *Sir Henry Parkes.*] You are aware that in many countries persons who enter the Public Service have, as a rule, to submit to vaccination? Yes.

190. Would you be disposed to recommend that vaccination should take place in such cases as the police, gaol warders, and postmen, wherever there is a large Public Service? Yes, I would.

191. Do you think that small-pox might be generated by certain conditions of filth favourable to the generation of disease, without being introduced in the form of contagion from abroad? I do not think so.

192. Take this Colony of New South Wales and assume that it is free from small-pox. Of course, there are places where, from the neglect of all sanitary precautions and from the accumulation of putrifying filth, fevers are generated;—could small-pox be generated by a combination of those unfavourable elements? I am inclined to think not. I think it is generated by infection or contagion.

193. *Mr. Wisdom.*] Have there been any epidemics on the Continent not traceable to outside sources? I do not think so. There have been several epidemics which may have spread after contagion from the state of the atmosphere, which is favourable to it at certain times of the year.

194. *Sir Henry Parkes.*] Suppose that in this Colony of New South Wales vaccination generally prevailed—that all infants were vaccinated, and that they were revaccinated at the age of puberty, and that this was done under a system of inspection;—do you think that would be an absolute preservation from small-pox? Almost; I believe it would be as great a preservation from small-pox as having had small-pox. Some people never take small-pox twice, but there are cases on record where persons have taken it four or five times. Some constitutions from their peculiarity are disposed to certain diseases. If vaccination was properly performed you would have the same exemption from small-pox as you would from having had the disease itself.

195. *Mr. Suttor.*] Do you think it is likely that syphilis would be imparted into the system by the use of lymph—by vaccination? I think not, if you use pure lymph from a genuine vaccine vesicle, and take the infection off at the proper time, and take nothing but the lymph; it is then impossible to convey syphilis. I do not care even if the patient from whom the lymph is taken had syphilis. I saw one case where a healthy child was vaccinated from a syphilitic child without any bad effects. I had the syphilitic child under my treatment afterwards. The doctor who vaccinated did not know at the time that the child had syphilis.

196. Would it be possible to impart the disease if you got a particle of blood with the lymph? It would be dangerous to do so. I consider if you do not bring the blood, and do not bring anything with you but the vaccine matter (the cow-pox infection) there is no danger of conveying disease.

197. Did you ever notice that skin diseases appear after vaccination? I have seen eruptions on the skin after vaccination, but they were not caused by vaccination. I believe them to have been caused by the state of health of the child before vaccination, and the vaccine fever has been only the exciting cause. I never saw any bad effects from vaccination; I never saw any disease conveyed by vaccination. I have known a rash and also spots to appear on the skin after vaccination, but of simple character that I could account for.

198. Is it common for parents to consider that their children do become ill, and have these eruptions from vaccination? Yes, it is common for parents to labour under this erroneous opinion. I think a child should be in good health before vaccination.

199. *Sir Henry Parkes.*] Have you performed many vaccinations in Sydney? Not many. I have performed a good many, but not since I have come to Sydney. I have not vaccinated much during the last ten years, but before that time I was a public vaccinator for years.

200. *Mr. Lackey.*] Is there any risk in vaccinating systems not in sound constitutional health,—for instance, persons who are afflicted with consumption, asthma, or any of those constitutional diseases? I do not think there would be any danger in vaccinating cases of that kind. The fever that is produced by vaccination is of a very mild character generally.

MONDAY, 19 SEPTEMBER, 1881.

MINISTERS PRESENT:—

The Honorable Sir Henry Parkes, K.C.M.G.,
The Honorable Sir John Robertson, K.C.M.G.,
The Honorable James Watson,
The Honorable Robert Wisdom,

The Honorable James Hoskins,
The Honorable John Lackey,
The Honorable Sir George Innes, Knt.,
The Honorable Francis Bathurst Suttor.

Arthur Renwick, Esq., M.D., F.R.C.S., M.P., introduced to the Council:—

201. *Sir Henry Parkes.*] Will you kindly state what degrees or diplomas you hold? I am a Doctor of Medicine of the University of Edinburgh, and a Fellow of the Royal College of Surgeons, Edinburgh.

202. We should be glad, Dr. Renwick, if you would afford us the benefit of your opinion on the subject of compulsory vaccination. We would like you to state your opinion in your own way, and if you could illustrate it from your own experience, from any results that have come under your own professional experience, or by results which you are aware of from long established authority, it would be an advantage? The question that is referred to in the points you have just adduced is such a very large one that I think it would be desirable to break up the matter into various heads. I might be asked in the first place the question whether vaccination is a success, or whether it has been found to be a successful process in regard to the objects for which it was intended.

203. Very well; you can give your answer in that way. We wish to avoid putting questions as far as possible, and leave you to state your own individual opinion. The main question we want to get information upon is the policy of compulsory vaccination, or whether vaccination should be made compulsory by law? It appears to me that the desirability of compulsory vaccination is proved by the successful results which have attended the process in nearly every country where legislation to that end has been adopted. It has been found as a matter of practical result that the invasions of small-pox and the unfortunate results that have followed from epidemics have been considerably reduced in those countries where compulsory legislation

G. Marshall,
Esq., M.D.,
L.R.C.S.

16 Sept., 1881.

A. Renwick,
Esq., M.D.,
F.R.C.S.,
M.P.

19 Sept., 1881.

A. Renwick,
Esq., M.D.,
F.R.C.S.,
M.P.

19 Sept., 1881.

legislation on this matter has been adopted. For example, in England and in other countries statistics are given by the very best authorities to prove that prior to the time when vaccination itself was adopted—whether voluntary or compulsory—serious results followed from outbreaks of this disease, but that since vaccination has been adopted, and more particularly since it has been made compulsory, both in Great Britain and on the Continent, the results have been that the disease has become milder when it has affected the human body, and that in fact it has been made much more amenable to treatment, or that the results are not so severe. These matters I can prove by first class authorities. In fact, all the medical authorities I know of tend in that direction. In order to save time I have selected one of established authority—I mean Sir Thomas Watson—who has been President of the Royal College of Physicians, and lectured for many years. He does not now lecture, but was professor of physic in King's College, London. He has also been a clinical teacher in some of the London hospitals. In his lectures to his students, delivered some years ago, he touched, of course, largely upon the question of small-pox and upon vaccination and revaccination. Without entering very particularly into all the matters that are contained in these lectures, which are very interesting in themselves—but perhaps it might not be desirable to read them all—I may state that he is wholly in favour of vaccination, and he is also in favour of carrying out as far as possible, under proper circumstances, the process of revaccination. Of course, as he has pointed out, in all parts of the world there have been opponents to the system of vaccination, just as there have been to every human institution that has ever been brought under the attention of the public. In regard to the opposition to vaccination he uses the following words: "It is scarcely necessary for me to notice the objections which were made to the practice of vaccination. Some of them were merely foolish—as that it was unnatural and injurious to engraft the diseases of a brute upon a Christian." I would scarcely quote that had I not heard this very same objection stated in a public place, and this very gentleman, whose opinions I am reading, was quoted as being an opponent of vaccination. "Others were untrue—as that it introduced into the system new, unheard of, and monstrous disorders, distinct from the cow-pox itself. It triumphed over all these cavils; and in six years from its first promulgation the discovery was known in every region of the world." Then further he says that the question arises as to whether a repetition of this operation of engrafting the cow-pox renews or adds to the security of the public against small-pox." Happily this question may also be answered in the affirmative, and answered by statistics of the amplest comprehension. In his able and most conclusive digest of the whole subject, published by the General Board of Health, Mr. Simon shows that during the five years (1833-7) though small-pox infection had been sixteen times imported into different regiments of Wirtemberg, there had ensued among the 14,384 revaccinated soldiers one single instance only of modified small-pox. Still more satisfactory experience is that of the Prussian Army." And then he goes on to quote the results in the Prussian Army, and says "Similar facts, equally cogent with these, may be gathered from the experience of other countries. Mr. Marson, the resident surgeon to the Small-pox and Vaccination Hospital, London, states, "That not one of the nurses or servants of the hospital has had small-pox for the last twenty years. They have all either been vaccinated or revaccinated on coming to live at the hospital." The same gentleman holds "That as a matter of safety it is well for all persons who were vaccinated in infancy to be revaccinated at puberty," and so on. In the same lecture to which I have just referred there is a large amount of other information bearing exactly on the same subject, and it also contains statistics of the highest importance. I need not read this further, except to call attention to this paragraph in the lecture: "Surely we may perceive—in authenticated statements like these—how inadequately the great preventive remedy of small-pox has hitherto been for the most part applied in this country; how successful might become its thorough application. Surely, now that the maxim *salus populi suprema lex* is beginning to be acknowledged by our legislators, any general sanitary enactment must be held defective which does not provide for and compel effectual vaccination, and punish variolous inoculation" (of course there is no fear of that now), "and shut up in strict quarantine every case of small-pox as soon as its existence in the community is discovered. By these three provisions—and probably by nothing less than these—the seeds of that dire distemper would gradually become scarce and finally disappear; and the soil upon which they might still chance to light would be made unfruitful of the deadly harvest." The most modern authority that I know, of a high standard, is to be found in the "System of Medicine," edited by Dr. Reynolds. In this book articles are written by some of the most experienced scientific men in Great Britain. There is a very able article on small-pox and vaccination, written by Mr. J. Marson. In this article a number of questions are treated of, to which I indirectly referred when I spoke at first, and I shall just read from the article one or two matters which I consider of very great importance in connection with this subject. The first is the question as to the protection afforded by vaccination against small-pox; and this writer says, in the first place, "On no subject is medical testimony more unanimous than on the very large immunity from attacks of small-pox which successful vaccination will confer." After laying down this proposition he goes on to prove it by a number of statistics, and he says: "While there are few unvaccinated persons who do not at some period of their lives sustain an attack of variola, the vaccinated are, as a rule, entirely exempt from it. Precise data have never been collected on a sufficient scale to enable us to state with numerical accuracy what proportion of persons may still be liable to take small-pox who have already had variola or who have been successfully vaccinated." He gives further statistics in a tabulated statement which would be well worthy the attention of those who are going to legislate on a matter of this importance. He states: "The facts showing the power of vaccinia in modifying small-pox, if it should happen to be subsequently contracted, and of disarming it of its terrors, are so ample that it is difficult to know whence to select examples;" and he gives further statistics in connection with that, showing the proportion, the degree, to which persons are liable to be affected according as they are unvaccinated, or stated to be vaccinated but having no cicatrix, according as they are vaccinated with one cicatrix or two, and so on, and according as they have previously had the small-pox. This table is a very important one in view of this question. It appears that the number of deaths per cent. in each of the following classes is as follows:—Of those unvaccinated 35 per cent. died from small-pox; of those vaccinated, but having no mark, 23 per cent.; of those vaccinated, and having one mark, 7 per cent.; of those vaccinated, and having two marks, 4 per cent.; of those vaccinated, and having three marks, 1 per cent.; and so on. Of those who previously had the small-pox 19 per cent. died when reattacked with small-pox. It is a very important table, and shows the importance of vaccination. A classification of a similar character was made as the result of observations made by Dr. Buchanan, another celebrated authority on this question; it was taken during the epidemic of small-pox in London in 1863, the calculations

being

being made among upwards of 50,000 children. "Of every 1,000 children without any mark of vaccination we found that no fewer than 360 had scars of small-pox, while of every 1,000 children who had evidence of vaccination only 1.78 had any such traces, and on further classification with reference to the *kind* of vaccination we obtained the following important results:—Proportion marked with small-pox per 1,000 children in each class respectively—having no vaccine marks, 360; vaccinated and having one vaccine cicatrix 6.80; having two vaccine cicatrices, 2.49; having three vaccine cicatrices, 1.42; having four or more vaccine cicatrices, 0.67. On taking the extremes, it appeared that, of children having four or more perfect vaccine marks, only 0.62 per 1,000 had any trace of small-pox, while of those who had a single bad mark of vaccination 19 per 1,000 were scarred by small-pox." This writer goes on to say that "the protective power of vaccination against small-pox extend to every race of mankind, and is seen in every climate and in every part of the habitable globe." He produces statistics from India, from Mauritius, and from Jamaica—from the very best authorities and medical gentlemen occupied in the subject in those parts of the world—to prove the proposition he lays down. He says further:—"In consequence of the remarkable power of vaccination in protecting against small-pox, and the adoption of the practice universally by educated people, and in annually increasing proportion by the population at large, the present average death-rate from small-pox is scarcely in any European country one-tenth part, and in those countries in which vaccination has been most carefully carried out, it is much less than one-tenth part of what it was at the end of the last century." He gives examples from Sweden, Copenhagen, Denmark, and Berlin, and then gives the same points with regard to England and Wales, and compares the periods. I need scarcely point out the value of having statistical evidence with regard to the various periods, because it is necessary to know what the death-rate from small-pox was prior to vaccination. That is an excellent standard; and then it is desirable to know in the next place how vaccination affected small-pox, and the results of the disease during the successive periods afterwards, because arguments have been used on both sides in regard to this question that the influence of vaccination dies out, and that small-pox itself changes its character in the various periods of its history. This gentleman, having these points in view, has drawn up the following table from the best statistics and Parliamentary reports and other sources that could be obtained; he has drawn it up, for instance, from statistics of Mr. Simon's, from the report of the Small-pox and Vaccination Committee of the Epidemiological Society, from an article written by himself in the *Chirurgical Journal*, and from the present system of registering deaths, commenced in 1837. It appears that during the average of thirty years previous to the introduction of vaccination the annual death rate per million of the population was 3,000. During the three years 1838-40, when vaccination had become to a great extent diffused, but before any public provision was made for its gratuitous performance, the deaths from small-pox in England per million of the population were 770, about one-fourth of what occurred previously. During nine of the years (1841-53) when public vaccination was gratuitously provided, but vaccination was not obligatory, 304 was the annual rate; and the average of twelve years (1854-65), during which vaccination was to a certain extent obligatory, the annual rate was 202. I do not know whether I weary you with this.

204. Oh dear, no; we are much obliged to you? I think the information I am giving is very pertinent to the matter in view; I will state my own experience afterwards. This gentleman in writing states: "In the official inquiries above referred to, in the course of which the arms of nearly half a million vaccinated children were examined, evidence was obtained of the great extent to which imperfect or insufficient vaccination had heretofore prevailed in England." I refer to this matter because undoubtedly the results which might have been anticipated from the perfect use of vaccination as a remedy for and preventive of small-pox have never been obtained, in consequence of a large amount of this imperfect vaccination. This is thoroughly apprehended by every medical gentleman in practice; he knows whether, from the mode in which the operation is performed, or from the constitution of the patient on which the operation is performed, or from other causes, the vaccination becomes imperfect in its character, and then the protection is smaller and the results are affected. "It is satisfactory," this writer says, "that these, the chief causes of imperfection, are of a kind for which we have in future an obvious remedy (and which, it may be added, are now rapidly being remedied), in the proper practical instruction of vaccinators, in the employment of more care and attention in vaccinating, and in better arrangements for transferring lymph. Other causes of imperfect vaccination which are quite independent of the vaccinator, though far less widely operative than those just enumerated, must not however be overlooked; as something particular in the child's constitution or condition at the time of vaccination, which even the most experienced vaccinator may have been unable to detect; aberrations of lymph—rarely indeed but still occasionally met with—occurring under undefinable conditions, of which the first manifestation to the vaccinator has been the unsatisfactory result; the carelessness of parents in allowing the vaccine vesicles to be disturbed in their course and the crusts to be prematurely removed." I need scarcely refer to this except to show that there is a danger of vaccination being done imperfectly, and that affects the result; and if any legislation should take place provision will have to be made that vaccination shall be as perfect as is necessary for the purpose. "It has been contended that, apart from imperfections in the mode of conducting vaccination, the vaccine lymph itself necessarily degenerates by repeated transmissions through the human body, and loses something of its infective and protective power." I think that is of very serious importance in connection with the matters to which I am referring. It has been contended that it would be absolutely necessary for the Government to have proper supplies of lymph, and the lymph used hitherto in this Colony has been obtained from India and Great Britain; and perhaps persons have objected to take lymph which has travelled to this country. This gentleman and most of the authorities I am acquainted with are perfectly satisfied in the first place that human lymph itself is sufficient for the purposes of vaccination. Of course it is desirable now and then to obtain the matter from the cow. Lymph that has passed through the calf may be affected in particular ways, but it cannot receive any purifying influences that are traceable, and on providing legislation upon a question like this it would be necessary to establish stations where the original true cow-pock matter can be obtained for starting this process. I remember being edified the other evening in a public place by hearing a great deal said of greasy heels, and of the necessity of going to the diseases of the lower animals to get protection from this disease. It is unquestionably true that those who attend greasy horses can produce the cow-pock in cows, but it is also a fact that this disease originates independently where there are herds of cows roaming together; and from either of those two sources satisfactory results may be obtained. For my own part I agree with this authority when he lays down this proposition: that vaccination when once thoroughly established in the human body can be so modified by those who practise it that the strength

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of the virus and its protective power may be kept up perfectly without resort being had again to cows for the purpose of obtaining it ; in other words, I agree that " facts are equally at variance with the supposition that transmission through human bodies causes vaccine lymph to lose anything of its *protective* power. Persons vaccinated with lymph direct, or only a few removes from the cow, and others vaccinated with long humanised lymph, have been submitted to the test of variolous inoculation, but the result in each class of cases has been the same." That is a proposition with which I entirely agree. Another subject for consideration in reference to this question is how far the protective power of vaccination extends, and its permanency in the individual. It has often been said it is a protection for a limited period only. I agree with most authorities in recommending that as soon as the cicatrix on the arm begins to die out it is desirable to re-vaccinate. I think revaccination is absolutely essential, and the necessity is proved by the fact that if a person is revaccinated the system is seriously affected, but not so seriously as it was in the first case ; and I believe if an experiment were made with small-pox upon a person who has been vaccinated, but vaccinated so that the marks have been very much erased though not quite disappeared, it would be found that the proportionate influence would depend entirely upon the strength of the marks ; in other words, that those with but a little mark would be very severely attacked by the small-pox, but not so severely as would be the case if they were unprotected by vaccination. This gentleman, in regard to revaccination, gives a large number of tables of a highly important character, proving the results I shortly stated just now. I need not refer any further to them except to state, in relation to this part of the subject, that the very latest statistics that have come into my hand in connection with the importance of revaccination are as follows :—" An interesting illustration of the value of revaccination is found in a report lately furnished at the instance of the Local Government Board by the chief medical officer of the General Post Office, London. This report relates to an average number of 10,504 persons permanently employed in the Postal Service in London, all of whom have been required to undergo revaccination on admission to the Service, unless that operation has been performed within seven years previously. Among these persons during the ten years 1870-79 there has not been a single fatal case of small-pox, and in only ten instances have there been non-fatal attacks—all of which were of slight character. In the Telegraph Department, where the enforcement of revaccination has not been carried out with the same completeness, twelve cases have occurred in the same period among a staff 1,458 in number. Eight of these attacks occurred in persons who had not been revaccinated, and one proved fatal. The remaining four were of revaccinated persons, who all perfectly recovered without pitting. This experience, like that of the nurses of the small-pox hospitals, seems to show that revaccinated persons enjoy absolute immunity from severe attacks of small-pox, and that their risk of catching that disease at all, even in its most modified form, is infinitesimal. It is much to be wished that this fact could be appreciated by the classes among whom revaccination is most neglected and small-pox is now spreading." A most important question in connection with this subject, and one which is always referred to where the question of vaccination is considered at all, is how far by means of vaccination do we introduce other diseases into the human system when we vaccinate ; in other words, what are the alleged dangers of vaccination ? The first of these dangers is what is termed generally the displacement of mortality theory of M. Carnot—" The allegations that scrofula and typhoid fever have become more frequent in consequence of the introduction of the practice (being in fact, it has been said, 'vaccinational varieties of small-pox') and other like absurdities." All these matters have been referred to very fully by Mr. Simon, and in his papers on the practice of vaccination it will be found that there is nothing very candid in this argument. The next point I wish to refer to is about syphilis. Before, however, referring to that matter, I should like to state that Mr. Marson, Sir William Jenner, Dr. West, and Professor Paget—all first-class authorities on these matters—have examined this matter very carefully among children, and not among small numbers. Mr. Marson examined the performance of 50,000 vaccinations of children ; Dr. West, 26,000 ; Dr. Paget speaks of the large number of children in Bartholomew's Hospital ; and Sir William Jenner of the children at the Hospital for Sick Children, London. They hold that it is perfectly impossible that the diseases of scrofula, typhoid fever, and the like, could in any way so originate. They say, further, that the worst thing that can be charged against vaccination is that sometimes, through the disturbance caused by vaccination and the fever that attends it, diseases which are lurking in the system are developed perhaps a little more readily—that they are pushed onwards. That is the experience of every medical man, and it is my experience also. I have vaccinated a large number of children, and in some exceptional cases have seen rather troublesome affections. In cases of children of weak scrofulous constitution it may occur that eruptions appear on the body, but they would have appeared from any exciting cause—from fever of any form, or from anything that would disturb the child's constitution—even from the use of physic or anything like that. When carefully conducted, no risk in this respect occurs from the process of vaccination. The charge in regard to the introduction of syphilis is one that is most commonly brought forward by those opposed to the process of vaccination, and within the last fifteen or twenty years a large number of experiments have been made, principally by continental surgeons and physicians, with regard to syphilis and inoculation with syphilitic virus ; the object being to determine the nature of syphilis, and how far practice might be brought to bear on that dreadful disease. Of course I need hardly tell those to whom I am now speaking that these experiments have principally been made in France, in Norway, and in Germany ; and in consequence of the matter taken from syphilitic sores and put into a healthy person having produced syphilitic disease in the person so inoculated, this objection has not only originated but been greatly strengthened and spread in the popular mind. It should be remembered, however, that when vaccination is performed the lymph is not taken from a syphilitic sore, but from really a different thing altogether, as I shall show presently, and that syphilis, when it exists in the blood, does not really affect the results of vaccination on any person ; in other words, supposing a person is affected with syphilis, the burden of proof goes to show that although his blood is affected and the blood afterwards disturbed by the introduction of the vaccine virus, the lymph does not carry the syphilitic poison with it ; it is the blood that carries it, but not the vaccine pustule itself.

205. *Sir George Innes.*] Did I understand you to say that syphilis can be successfully communicated by inoculation ? Yes, from the chancre—from the perfect syphilitic sore ; but they cannot inoculate with secondary or tertiary syphilis in the same manner, because that has got into the blood and affected the system generally. I would like this point to be clearly understood, because it is of great importance in connection with these objections raised to vaccination, and especially in connection with the syphilitic taint. Of course any one can comprehend that any person in his senses would sooner be affected with the very
worst

worst form of small-pox than have syphilis introduced into his system, and hence the importance of understanding the arguments used by those writers to whom I refer, and with whom my personal experience coincides. "Scientific authority unites with general medical experience to negative the possibility of the vaccinal communication of syphilis—it being implied always, of course, that the vaccination is true vaccination, *i.e.*, with vaccine lymph taken from a true Jennerian vesicle. Professor Paget states the pathological grounds for disbelieving the possibility of any such communication to be (1), because *infantile syphilis* (which alone need be here considered), though conveyable in some instances by its own peculiar morbid products, does not render the blood of the patient capable of directly conveying the disease; and (2), because if the blood of a syphilitic child could so modify the vaccine disease within it as that the vaccine lymph should be capable of conveying any other disease, there is every reason to believe that the vaccine vesicle formed in the diseased child would be modified in correspondence with the modified lymph. 'All pathological researches,' he observes, 'accumulate the evidences of the constant correspondence between the material in the blood, on which each specific disease depends, and the morbid structure by which each is manifested.'" "Direct experiments made on a large scale, at many times, and by many individuals, have led in every single instance to the same conclusion." Reference is then made to the experiments made in France and in Germany, where "it was found no more possible to produce syphilis by vaccine lymph taken from a syphilitic child than it is to produce small-pox by lymph taken from vaccine vesicles on the arms of patients who are incubating, or suffering from that disease. This it is well known has been done hundreds of times, but never has small-pox been thus communicated or anything but a vaccine vesicle resulted." Dr. West is one of the first authorities in regard to this matter, from his long connection with the Children's Hospital, and he informs us that there never has come under his notice an instance where there was the slightest pretence of any syphilis being communicated to children from the vaccine lymph. Sir James Paget states that he does not remember "to have heard infantile syphilis ascribed to vaccination, frequent as the instances of it (infantile syphilis) are among the out-patients;" and Mr. Marson and Mr. Leese, and the experience of the National Vaccine Establishment in England, show that they have not known a single instance. Of course, in all the arguments and the different works on this subject, reference is made to the case of M. Trousseau, of the Hotel Dieu, in Paris, and the syphilitic endemic in Rivalta, in Italy. These are thoroughly discussed in this article; I need not read it because they are thoroughly discussed here. I should now like to call the attention of those who are listening to me to a matter which appeared in the *British Medical Journal* on June 18, 1881. It is a memorandum to the President of the Local Government Board by Dr. Buchanan, the same gentleman as I have already referred to. He is the medical officer of the Board in London, and he gives in this memorandum statistics and a large amount of valuable information. The statistics refer particularly to the comparative small-pox death-rates among Londoners vaccinated and unvaccinated respectively, for the fifty-two weeks ended May 29th, 1881. The death rate per million of the vaccinated class, of all ages, was 90; of the unvaccinated class, 3,350; under 20 years of age, 61 of the vaccinated class, and 4,520 of the unvaccinated; and under five years of age, 40½ of the vaccinated, and of the unvaccinated, 5,950. I hand in this paper which I think is of very great importance. (*Vide Appendix B.*)

206. That is a report summarised from the *Saturday Review*, and copied into the *Herald*? Yes. As a matter of great importance in connection with the practical steps to be taken to insure that vaccination is properly performed, of course every one knows that Mr. Husband's suggestions, and the rules he laid down are of very great value; and these observations and suggestions which he made in view of an anticipated outbreak of small-pox in Scotland, expecting that it would be brought from London, have been issued by the Board of Supervision in Scotland. I have cut them out, and preserved them, and now hand them in to you. (*Vide Appendix B 1.*) Lastly, I would like to call attention to a most able letter, written by Dr. Carpenter to the *London Times*, of 13th May. I dare say that is in the hands of the Government; but in any case I have copied it out here. I consider Dr. Carpenter's statement as valuable as any from any authority whatever. He has not only had a large experience as a medical man, and is one of the most successful teachers of medical men, and connected with the London University for many years, but he is one of the first writers on animal history, and, in fact, on natural science generally, and his researches, not only in connection with the works he has written, but also in connection with scientific voyages, render him a first-class authority upon anything that pertains to the history of the development of the germs which are the foundation of all disease, and make him, in regard to this particular subject, an unequalled authority. In writing a most interesting and, in my opinion, very logical letter to the *Times*, he states first: "There can be no question of the congenital liability of almost every individual born into the world to be, once in his or her life, the subject of certain diseases known in medicine as the Exanthemata—measles, scarlatina, whooping-cough; the cases being very rare in which persons exposed to the infection of these diseases during early life, escape being attacked by them." Small-pox is included, of course, in that category. Then, secondly, he refers to the impression which existed of vaccination affording a complete protection against small-pox; and, thirdly, to the illogical arguments of the anti-vaccinationists, showing that in most of them there is an utter want of ordinary correctness. For example, he says, "an objection has been raised against vaccination on the ground of the admitted, though extremely rare, transmission with the vaccine lymph of some communicable poison which due care would prevent; I would ask whether it would be a sufficient reason to refrain from eating the protective herb that once in 50,000 cases injury had accrued from through some poisonous plant having been gathered with it which due caution on the part of the gatherer would have eliminated;" and so on. Dr. Carpenter believes and I believe with him, that if vaccination were carried out perfectly small-pox would be eliminated.

207. *Sir Henry Parkes.*] That is, your opinion is quite decided that it would be safe to society if vaccination were compulsory? I have no doubt about that.

208. Would you apply the principle of compulsion to revaccination? I think it is not so necessary as regards revaccination; but that is a more difficult point to decide upon.

209. You are not prepared to state your opinion? I am only prepared to say that for the safety of society if the marks, the cicatrices, have disappeared—and that ought to be the true test as to whether a person has been vaccinated or not—vaccination ought to be compulsory in that case.

210. A second time? Yes; or a third time.

211. Do you think, Dr. Renwick, that small-pox could be generated by certain conditions of poisonous filth favourable to a spontaneous origin of the disease without being introduced from abroad? No, I do not.

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- A. Renwick, Esq., M.D., F.R.C.S., M.P.
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212. *Sir George Innes.*] Have you any theory as to where small-pox had its origin? That is going too far back.
213. Lost in remote antiquity? Too remote altogether.
214. Would you be an advocate for compulsory vaccination for unvaccinated adults? —
215. *Sir Henry Parkes.*] You would apply the law of compulsory vaccination without regard to age? As a general rule, and the same with respect to circumstances.
216. *Sir John Robertson.*] Would you except old persons? I would, old persons who would be likely to be injured by the process. Those are persons I would hardly take to be within the category of those for whom legislation is required.
217. There ought to be some limit? Yes.
218. *Sir Henry Parkes.*] It must be left to the discretion of somebody? Yes.
219. *Mr. Wisdom.*] Have you ever heard of a death from vaccination? Never.
220. Are there any deaths on record? I never heard of them, but I have heard of deaths attributed to vaccination.
221. *Sir George Innes.*] Is there any medical authority opposed to or doubtful of vaccination as a protective agent? Not that I know of.
222. Amongst the scores of writers on the subject? There are some who do not go so far as I or the authorities I have referred to go.
223. *Sir Henry Parkes.*] Do you think it dangerous to society for the large number of persons—more than 700 I believe—confined in Darlinghurst Gaol, to go unvaccinated? I am entirely in favour of their vaccination, and believe that they ought to be vaccinated. I think it must be a source of danger to the community to leave them unvaccinated.
224. That would apply to any body of men shut up? To any body of men. If there is an outbreak of disease we know what has occurred in other places. Take London, for example, during the prevalence of epidemic fevers and the plague, where the Judge, jury, and court have frequently been affected by the disease, and have been compelled to summarily suspend the business of the Assize.

Owen Spencer Evans, Esq., M.R.C.S., introduced to the Council:—

- O. S. Evans, Esq., M.R.C.S.
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225. *Sir Henry Parkes.*] Will you kindly state any degree or diploma you hold? I am a member of the Royal College of Surgeons, England.
226. We are desirous, Dr. Evans, of ascertaining what your opinion may be on the question of compulsory vaccination, and we should prefer your stating this opinion in your own way and supporting it by any authorities that may be within your possession, or any facts within your own professional experience? Well, I am inclined to think that revaccination is desirable, from the number of cases that I have revaccinated. I have found, as far as my experience goes, that about 80 per cent. of them have appeared to take, thereby showing that the effect of the previous vaccination could not have been fully in force. I should say about 10 per cent. of the remainder ran an incomplete course and did not produce perfect vaccine pustules, and about 10 per cent. I should consider did not take at all—I am speaking approximately—showing that the system in those cases was protected from small-pox.
227. *Mr. Wisdom.*] Might it not have been that there was something ineffective in the vaccine? No, I think not. Wherever I have found a case that has not taken I have tried it again—*Experimentum crucis*. As far as statistics go, I do not know whether you gentlemen have these statistics (*Vide Appendices C and C 1*); they are from Mr. Marson, and I have brought an article from the *Sanitary Record*, a very short paper, which urges the necessity for revaccination, and points out the steps taken by the Privy Council at Home to introduce it to the notice of the people. This is the article—"The Truth about Vaccination." (*Vide Appendix C 2*.) It is very short.
228. *Sir Henry Parkes.*] We would like to elicit your distinct opinion on the question of compulsory vaccination—we do not mind what it is, whether you are against it or for it? I am distinctly of opinion that vaccination should be made as general as possible. I should hardly go the step to make it absolutely compulsory.
229. That is to say, you would stop short in making it legally compulsory? Yes. As a medical man I would like to see everyone vaccinated.
230. But we must come to the question whether it ought to be made compulsory by law? I think it would be very desirable.
231. Suppose you had a seat in Parliament would you vote for such a Bill? That is another matter; I do not think I should.
232. *Sir John Robertson.*] As a medical autocrat having power what would you do? Then I would do it.
233. *Sir Henry Parkes.*] If you were the Emperor of Russia? Yes, I certainly would.
234. *Mr. Wisdom.*] You have had a large experience in vaccinating? Yes, very large.
235. Have you ever known any deaths from vaccination? I could not trace any death from vaccination, and I have vaccinated some thousands.
236. *Mr. Suttor.*] It is a common thing for skin diseases to appear after vaccination? Yes.
237. It is very frequently the case? No, it is the exception not the rule.
238. Do you think it is the effect of the vaccination? No; when people think it is the vaccination I think it is the *post hoc ergo propter hoc* style of argument; it has nothing to do with vaccination.
239. *Mr. Wisdom.*] But the fever produced by vaccination would encourage the eruption? Not frequently.
240. Suppose the disease were latent would not the fever produce the eruption? I do not think any disease would be produced by the vaccine pustules.
241. But the fever? You might get a rash from the cow-pock; not always.
242. *Mr. Suttor.*] We have been told by a medical man that mothers constantly come to him and say that their children are healthy before vaccination and afterwards are sickly; in your opinion is that the result of vaccination? No; because you often see skin diseases whether there has been vaccination or not.
243. *Sir Henry Parkes.*] I suppose when you speak of compulsory vaccination you apply the principle to children? Yes.
244. Would you apply it also to persons at puberty? Hardly.
245. *Mr. Wisdom.*] To persons who have not been vaccinated? As a medical man I say it would be desirable.

246. *Sir Henry Parkes.*] Would you apply it to all persons not vaccinated, without regard to age? No; only compulsory to children.
247. Do you think revaccination necessary—if a child is vaccinated at 3, 4, 5, or 6 years of age, is revaccination necessary at the age of puberty? Without going so far as to say it is necessary it is like proving a sum; if you revaccinate, and it takes, it shows that it is required—that the system is not under the influence of the previous vaccination; if you vaccinate and it does not take, that it is not required.
248. *Mr. Wisdom.*] But knowing from statistics and experience that primary vaccination is not absolutely protective is it not desirable to revaccinate? Certainly, I think it is desirable to revaccinate.
249. *Sir Henry Parkes.*] You are aware that in some countries where branches of the Public Service consist of large bodies of men—such as the police—it is a condition of entrance to those bodies that persons should be vaccinated? Yes.
250. Would you propose that? I would decidedly.
251. Would you apply vaccination to large bodies of men such as the prisoners in one of our great gaols? Certainly—to prisoners, soldiers, policemen, and seamen.
252. Have you had your attention directed to the necessity of inspection, to ensure proper vaccination where it is done by compulsion? Yes; it is shown by statistics that the number of deaths is less in proportion as the persons have been properly vaccinated—from three-quarters per cent. up to as high as 21 per cent. as against 35½ per cent. of unvaccinated.
253. Can you form any opinion as to testing the quality of the lymph supplied by the Vaccine Institution of Sydney? Yes, the lymph I have had is very good.
254. You have no doubt about that? No.
255. Have you heard any complaints about its purity? I have heard no complaints. A good deal depends upon the way you use it.
256. Do you think it possible for small-pox to be generated without being introduced from abroad—that there might be conditions of poisonous filth which would generate it? No, I do not think it could arise of itself in this country. Of course I believe there has been small-pox here; we see in the account of Governor Phillip's voyage that one of the marines belonging to one of the ships died from it, and we know that some of the aboriginal natives have had what in England would be put down as small-pox, because they have had the pustules and pitting; but I do not think the disease could arise spontaneously.

James C. Cox, Esq., M.D., F.R.C.S., introduced to the Council :—

257. *Sir Henry Parkes.*] Would you kindly state the degrees and diplomas you hold? M.D. of the University of Edinburgh, and a Fellow of the Royal College of Surgeons, Edinburgh.
258. We should be glad if we could obtain from you an expression of your opinion on the subject of compulsory vaccination—whether you consider it necessary for the protection of society against disease that all persons should be vaccinated by law; and we think it best that you should state this opinion in your own way, fortified by any illustrations or statistics that occur to you, or any facts within your professional experience? I am of opinion that it would be a great benefit to the public generally were a Compulsory Vaccination Bill introduced into this Colony. I have come to that conclusion from facts which are on record, and from experience I have had in witnessing the course of the disease. I was in Edinburgh in 1857, during a very severe epidemic of small-pox, and I there took charge of the small-pox wards of the Royal Infirmary. I had considerable experience during that time, and on that principally I have based the conclusions I have arrived at. I have never seen small-pox in this Colony. The best summary of conclusions of the arguments in favour of vaccination that I know is in this small pamphlet, by Ernest Hart. He is the Chairman of the Parliamentary Bills Committee of the British Medical Association, and I think that I cannot better say more than that I endorse every word of those conclusions. They are very short and very excellent. (*Vide Appendix D.*)
259. You wish to direct our attention particularly to the summary of conclusions? Yes, and in fact to the whole pamphlet. I believe that great public benefit—that great confidence would be instilled into the public—if a pamphlet of that sort were published and placed in their hands gratuitously; and I would strongly recommend it to be done.
260. But your opinion is quite decided—that you think a compulsory law is necessary for the preservation of the public health? I do.
261. I assume that you are thinking of the vaccination of children; would you apply the law of compulsion to the vaccination of persons who have not been vaccinated, regardless of their age? Yes, I would.
262. Then with regard to revaccination? Well, I would leave that to the option of the public.
263. That is you would not apply the principle of compulsion to revaccination? No, certainly not.
264. Do you consider it necessary for the efficient operation of the principle of vaccination that the person who has been vaccinated in infancy should be vaccinated again afterwards? I believe in many cases it is absolutely essential, but the great mass of the public are absolutely protected by one vaccination—I mean to say if the vaccination has been properly done; but there are numbers of people in this country who imagine that they have been vaccinated and who have not been vaccinated; they have been vaccinated from persons who have been vaccinated previously, and that vaccination is useless.
265. What is your opinion on the question of lymph;—do you think the lymph supplied by the Vaccine Institution in Sydney is good in quality? I do; the lymph is always obtained from well selected cases.
266. Have you heard complaints made against it? Never. I have seen one or two mothers who complained of it, but I have not blamed the lymph, I have blamed the children's constitutions for the ill effects; in fact they have had hereditary diseases such as tubercle or syphilis. I will instance one case, if you like, to show what I mean: My second child had symptoms of tubercular disease of the brain; it was at the period of teething, and I did not wish it vaccinated; my wife, however, had it vaccinated. That child died, and it died through the very rapid development of the disease which it had had formerly. But it was not the fault of the vaccination, it was the mistake of vaccinating a child in that state. It is in that way that the mass of children die, and the deaths are blamed to vaccination.
267. You are aware that in many countries large bodies of men in the service of Government, such as the police, have to be vaccinated by rule—that is, they are not admitted unless they submit to vaccination? Yes; I think it is a good law, a good principle.
268. *Mr. Wisdom.*] I think it is a regulation, not a law? It is a compulsory Privy Council order, I believe.

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F.R.C.S.

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- J. C. Cox, Esq., M.D., F.R.C.S.
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269. *Sir Henry Parkes.*] Do you think that such large bodies of men as the servants of the Post Office, the members of the Police Force, and the members of our military bodies, ought to be vaccinated on admission? I do.
270. Now what is your opinion as to the safety to the outside public of large bodies of men, such as the prisoners in a great gaol—perhaps 700 or 800—being allowed to remain unvaccinated? I believe it would be to their benefit to be vaccinated.
271. But what I more particularly wish to get an opinion upon is how far the public health is endangered. Darlinghurst Gaol, for instance, is situated in a populous part of the city, and more than 700 persons are cooped up within the walls of the gaol. Would not small-pox be likely to take a more deadly and frightful hold of the community if it got into a place like that? It would; just like typhus fever, which we never have had in this country. If it got into a place like Darlinghurst it would be very fatal.
272. Do you suppose the germs of the disease would be carried over the walls to the adjacent houses? No, I do not.
273. There is a good deal of doubt as to how the germs of the disease are conveyed? Yes, it is a matter of speculation. The probability is that it is through clothing, as a rule, and by a person shaking hands with another who is excreting the poison of the disease, and then going and eating his meals without washing his hands—it is in that way very often introduced into the body; and by the breath also.
274. You must have thought on the subject whether it is possible for this disease to be generated by conditions of poisonous filth favorable to its generation, without being actually introduced from abroad? I do not think it is possible to generate it *de novo*.
275. It must have had an origin? Yes, it must.
276. *Mr. Wisdom.*] Had not the blacks, many years ago, a sort of small-pox here? There is very strong evidence to that effect.
277. Even before the white people came I mean? Yes; I instance the fact that Mr. Macleay, when he went on to the Murrumbidgee, found natives pitted, and he was quite under the impression they had had small-pox.
278. *Sir George Innes.*] Do you prefer humanized lymph, or the pure lymph direct from the cow or the calf? I prefer the lymph, if possible to get it, from the cow-pox. There is no such thing in this Colony as far as we have ascertained, and therefore I prefer humanized lymph to lymph only passed through a calf from the human subject.
279. *Sir Henry Parkes.*] Have you any suggestion to offer for the better supply of lymph? No, I have none; I never had any difficulty about it; I have obtained it from the British Association in London for the Supply of Pure Vaccine Lymph, and from the New York Dispensary.
280. *Sir George Innes.*] Do you say there is not true vaccine lymph direct from the animal here? None whatever.
281. *Mr. Wisdom.*] What you mean is there has never been any case of true cow-pox in the Colony? No.
282. The cases here are those of calves which have been vaccinated? Yes, which must of necessity deteriorate the vaccine matter.
283. *Sir George Innes.*] Why? Because it passes through an animal with a very large active circulation. It is positively the opinion of almost all medical men that lymph is deteriorated by being bovinized; and what is more, the great danger of it is that you introduce into the body diseases such as pleuro-pneumonia from the calf, which you could not introduce by taking the lymph from good healthy vesicles on children.
284. But is pleuro-pneumonia a constitutional disease communicable to another person? Yes, of cattle, communicable by vaccination.
285. Do cows suffer at all from tuberculosis? No.
286. Is there not some particular disease called bovine tuberculosis? Yes, there is; it is an infectious glandular fever or disease.
287. Is that a disease which could be communicated by vaccination from the animal? I believe so.
288. I suppose you know there are practitioners in Sydney who say it is infinitely preferable to vaccinate from the calf? Oh, yes.
289. *Mr. Wisdom.*] In your own practice have you ever known a death or serious injury as a direct result from vaccination? Never, except in the way I have told you. If a child has syphilis in its blood, from the parents, or tubercle either in the mesenteric glands or in the membranes of the brain, and that child is vaccinated, the probability is the child will die more rapidly than if it had been left alone; but that is not the fault of vaccination.
290. Do you consider a system of Government inspection necessary to ensure vaccination properly carried out? I do.
291. Is there such a system in England? Not compulsory, but as far as it is able to be carried out inspection is made.
292. *Sir Henry Parkes.*] There is an imperfect system? Yes. The necessity for it is this: That one or two of the only cases of syphilis which are on record, from inoculation, are supposed to have been done by the dirty knife of a surgeon used in opening a bubo on a man. If a man vaccinated you with that knife it would give you secondary syphilis.
293. *Mr. Suttor.*] But if the lymph was mixed with blood and placed on the lancet, would that give you syphilis? The blood corpuscles—according to the evidence before the House of Commons it would not do so. With regard to the question of vaccino-syphilis, Simon quotes the fact that about 539 medical men, in answer to inquiries, denied that syphilis can be conveyed by vaccination. That was the last investigation before the House of Commons. "The direct experiments of Cullerier and others, on the effects of intentional admixture of syphilitic matter and vaccine, and of the vaccination of large numbers of persons with vaccine matter intentionally taken from persons suffering from constitutional syphilis, added positive evidence of the most powerful kind against the possibility of transmitting syphilis by an ordinary vaccination with lymph taken out of a true Jennerian vesicle."

George Fortescue, Esq., M.B., London, M.R.C.S., introduced to the Council :—

294. *Sir Henry Parkes.*] Will you kindly state the degrees or diplomas that you hold? I am a Bachelor of Medicine, University of London, and a Member of the Royal College of Surgeons, England.
295. We would be glad to get from you an expression of your opinion on the subject of compulsory vaccination—whether you consider it is necessary for the preservation of the public health that vaccination should be made compulsory by law; and we would be glad if you would state this opinion in your own way, with as much fulness as you choose, and support it with any facts in your own professional experience, or with any statistics or illustrations from established authorities? I think it is highly advisable that vaccination should be made compulsory for these reasons: First, that we have small-pox almost certainly established here, for few of us believe that the attempts which are being made to stamp it out will be successful; and whether or no, as communication is now so rapid and frequent with countries where small-pox has prevailed from the earliest time,—China, the Asiatic Archipelago, India, and Ceylon, and from which we are now distant only a few weeks voyage—we shall have, unless what we propose is done, frequent reintroductions and a perpetually recurring series of scares, not very creditable to us. Secondly, assuming what we all believe that a person thoroughly well vaccinated, and under the vaccine influence, is incapable, or almost incapable, of taking small-pox—is in fact, rather more secure against it than if he had already taken the disease—it is surely the most reasonable thing to make the population here incapable of receiving it. The proofs of the efficacy of vaccination as against small-pox I suppose you do not want me to go into at length. They are very numerous, very conclusive, and very accessible, and are to be found in all the text books and cyclopædias of medicine. You must have had the full detail before derived from these sources, and it cannot be necessary to go over the same ground again.
296. We would prefer you taking your own course, just as you think well? I do not wish to dwell on things which are so well known to us, and so much a matter of faith among members of our profession. People who are well informed upon this subject, and who still doubt the efficacy of vaccination as a preventive of small-pox, seem to me to be open, at all events, to the charge of considerable eccentricity, and to give a proof of inability to weigh evidence, which is not a little remarkable.
297. You are aware, of course, that there are men of considerable ability who are much opposed to vaccination? I never heard of one man of recognized professional standing opposed to vaccination.
298. But men outside the profession? I have heard so, and doubtless men outside the profession are to be found. I hear that Herbert Spencer is among them, but I regard Herbert Spencer's authority on small-pox as nothing at all. We must, I think, make the people incapable of receiving small-pox. The contagion of small-pox is so penetrating, lies dormant so long, is so subtle, and so easily communicated, that I am convinced we shall never put a stop to its progress by any system of quarantining or enforced isolation alone. We have it here, and we are sure to have it reintroduced frequently, and we must make people incapable of receiving it.
299. *Mr. Suttor.*] How are we to do that? By universal compulsory vaccination. This is an important point: so long as there is any considerable residuum of people unvaccinated so long will there be material for the disease to work upon. If we are to allow people to take their own way in the matter of course there will always be a certain number of eccentrics, of careless, ignorant, or ill disposed persons, who will remain unprotected and keep alive the disease.
300. And do you think that to make people incapable of taking small-pox revaccination is necessary? I think it is highly advisable, and indeed essential to the complete protection of the community. But then comes in another question: People are at an age at which they will talk of the rights of the individual, and argue that they can judge for themselves.
301. *Sir George Innes.*] But might not the argument apply that parents are able to judge for their children? No doubt, some would apply it against compulsion of any kind, even in the matter of education; but if the difficulties apart from the medical aspect of the question are not insuperable I am sure that compulsory revaccination is also a very desirable thing. It is the law in Germany.
302. Compulsory? Yes, in all the State schools and private schools of the country, after 12, and has been so since 1874.
303. *Mr. Suttor.*] Do you think that skin disease or illness that overtakes children after vaccination is the result of vaccination? I have no reason to think so, though I have had considerable experience of the effects of vaccination, or to believe that such affections are directly traceable to the influence of vaccination itself. There are cases in which children having some inherent delicacy of constitution only wait for some depressing cause to develop symptoms of disease, and no doubt vaccination sometimes acts as the depressing cause, and the children are made ill in consequence of that depression, and indirectly by the process of vaccination. I have no doubt that vaccination has had the credit of directly causing many evils and some deaths in cases of the kind in which it has only had an indirect influence. It has simply precipitated what the patients had in them and were certain to develop some time or other. That opens the question whether we should not exempt certain individuals, except in periods of great emergency—whether delicate children might not, on a certificate, be exempt from vaccination until they were considered strong enough to undergo it. That point has been touched upon by some writers on the question.
304. *Mr. Wisdom.*] Have you ever known deaths to be the result of vaccination? Never; and erysipelas very rarely. There has been much talk about syphilis being communicated by vaccination, but I have never seen any instance of the kind, and as the result of my reading I find that the people who have had most experience in vaccination have seen the least of it. There are some cases, however, on record which show that somehow or other, either by communication through the lymph, which I doubt, or through blood, or, as I think more probable, by an accidental rubbing of syphilitic matter on the vesicle, or by inoculation afterwards in the sore stage, syphilis has followed vaccination, but all the direct experiments, and they have been very numerous, chiefly in France, made by vaccinating from typically syphilitic children on healthy ones have failed in producing syphilis. A friend of mine told me he was on a visit to Mr. Marson, a great authority—probably the greatest in England—on the subject of small-pox and vaccination, at the Vaccine Institution in Blackfriars, I think, and that Marson gave a striking illustration of his disbelief in the communicability of syphilis by vaccination. "I do not believe" he said, "in the communication of anything but vaccinia from the vaccine vesicle. To prove it I have not been vaccinated for many years. That child," he continued, pointing to one among many others waiting, "is a typically syphilitic child. I will vaccinate myself from that child." And he did so.

G. Fortescue,
Esq., M.B.,
Lond.,
M.R.C.S.

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305. *Mr. Wisdom.*] Did the vaccination take in his case? I do not know; but it showed what he thought of it. For my own part I would allow myself to be vaccinated from the most syphilitic child that you could bring me, supposing that the vesicle was a good one, that the surface of it was clean, and that no blood was mixed with the lymph.
306. *Sir Henry Parkes.*] At all events you are clearly of opinion from what you have said that any such cases must be extremely rare? It is exceedingly rare; I can scarcely assert that it is impossible.
307. *Sir George Innes.*] But with regard to the law of compulsion—I suppose you would apply it to all persons who have not been vaccinated, without regard to their age? I would.
308. Leaving someone to exercise authority to exempt old and infirm persons? I think that it is advisable to exempt infirm people of any age, except indeed at periods of great emergency when small-pox is spreading rapidly, when consideration for the individual must give way to those for the general good.
309. Do you consider that revaccination is necessary for absolute security? Yes.
310. If a child is vaccinated under 6 or 8 years of age, would you advise that it be again vaccinated when it arrives at puberty? That is my opinion.
311. *Sir John Robertson.*] How about persons about 40 or 50 years of age? I think it would be advisable. I hold the view that it is the duty of every good citizen to avoid the chance of becoming a source or a carrier of contagion, and to be vaccinated or revaccinated as the case may be.
312. *Sir Henry Parkes.*] Would you give us your opinion as to the danger to the public health, resulting from a large number of human beings—from 700 to 800—being cooped up in a gaol like Darlinghurst, in the midst of a population outside the gaol;—do you think it is a danger to the public health if they remain unvaccinated? Highly dangerous. You could scarcely conceive of any better field for small-pox to exert itself in.
313. That is exactly what I wanted to get at—whether the disease would be likely to take a more fatal hold in such a place as that if it once got in? Undoubtedly.
314. And the danger to the outside public would be very great? Yes.
315. And you would of course be in favour of compulsory vaccination in such a place as that? Most undoubtedly.
316. And also in any public institution where there is a large number of human beings? Yes.
317. And in such bodies of men as for instance the police or those in the Post Office? Yes.
318. You are aware that in some countries it is the rule that anyone entering certain branches of the Public Service must submit to vaccination? I may say that it is so in France, where there is no compulsory general law in which respect France is alone, I believe, among the nations of Europe; they compel every Civil servant and every pupil of a public school to be vaccinated.
319. Do you think it would be possible for the disease of small-pox to be generated by conditions of poisonous filth favourable to its generation, without its being introduced from abroad? Certainly not. Nor do I think that filth has much to do with it, except as likely to preserve contagion longer than if a constant stirring up, free ventilation, and washing away by water are done.
320. Suppose, for example, that small-pox was amongst the aboriginal inhabitants of this country before white men arrived here, how did they get it? In two ways. No doubt it might have been introduced from the north by the Malay proas that land there, and then spread through the country, but, as I understand, it was introduced here from Europe in the early days of settlement.
321. Opinions are entertained that it existed here before Captain Cook discovered the country? Then the explanation is most easy, because the home of small-pox is at the north of us—in China and the Eastern Archipelago; and thence the Malays have brought it.
322. *Mr. Suttor.*] Is it at all likely that the disease would be carried about the country by letters sent to their different destinations, and if so is there any way of fumigating the letters? I think it is a most improbable way of communicating the disease; I can scarcely conceive it possible that the disease would be carried that way.
323. *Sir George Innes.*] Bank notes would be much more likely to carry it? Much more likely.
324. *Mr. Suttor.*] If it were possible to carry it about by letters could you suggest any means of fumigation, except by opening the letters? Not without dipping or damaging the letters; as for fumigation, I do not believe that it can be relied upon to destroy contagion in any way in which it is possible to apply it on the large scale. The only certain destroyer of small-pox contagion appears to be dry heat, if over 140; that temperature renders the vaccine virus inert, and probably has the same effect upon the contagion of small-pox.

TUESDAY, 20 SEPTEMBER, 1881.

MINISTERS PRESENT:—

The Honorable Sir John Robertson, K.C.M.G.,
The Honorable Robert Wisdom,
The Honorable James Hoskins,

The Honorable John Lackey,
The Honorable Sir George Innes, Knt.
The Honorable Francis Bathurst Suttor.

John Le Gay Brereton, Esq., M.D., M.R.C.S., L.A.C., introduced to the Council:—

J. Le G.
Brereton, Esq.
M.D.,
M.R.C.S.,
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325. *Sir John Robertson.*] Would you be good enough to tell us your position in the profession, the diplomas you hold, and in a general way what your position is? I am a Member of the Royal College of Surgeons, Edinburgh, a Licentiate of the Apothecaries Company, London, and an M.D. of the University of St. Andrew's.
326. We are anxious to have your opinion as to the advisability of compulsory vaccination, and we should like to have a statement of your own so that members of the Government present may afterwards ask you questions upon it. We think it would be more pleasant to you for you to make your own statement without interruption, and then upon that to have some inquiries put to you afterwards. Will you be good enough to say what your views are? My views with regard to compulsory vaccination are necessarily in opposition to such a measure, because I regard vaccination itself as an evil greater than that of small-pox.
327. Then you would be against vaccination at all, either compulsory or otherwise? No, I would allow anyone to take his choice.
328. You would never advise it? No, and for many years I have not practised it.

329. Will you give us some reasons why you would not advise vaccination? Because from experience I have seen more evils result from vaccination than I ever saw result from small-pox.

330. Have you had much experience in small-pox treatment? I have had the average experience of my profession; I have attended numerous cases of small-pox; I have witnessed one severe epidemic.

331. What is the nature of the injuries that spring from vaccination? In the first place, I have seen direct fatal results from vaccination. In the second place, I have seen chronic—incurably chronic—disease the result of vaccination, and death after the lapse of many years; and, in the third place, I have seen introduced into the system, through vaccination, diseases of a destructive character, especially syphilis.

332. *Mr. Wisdom.*] Where have you seen those cases—in this country? I have seen them both in this country and in England.

333. Have you been vaccinated? I have. I was vaccinated when a boy, and a few years afterwards I took small-pox.

334. Was it a mild or severe attack of small-pox? It was an average attack. There were several cases at the same time in the town where I resided, and mine was a fair sample. It was not a bad case of small-pox in anyone at that time, but I had it equally bad with those not vaccinated.

335. How long is it since you left off practising vaccination? I did not entirely leave it off till about five or six years ago. For some years previously I vaccinated under protest.

336. Would you decline to allow any member of your family to be vaccinated? I would rather be shot than have anyone of my family vaccinated.

337. As a matter of fact, you do not allow them to be vaccinated? No. I vaccinated my first four children. One of them died certainly from vaccination, and another was never strong after he was vaccinated.

338. How long ago was that? About fourteen years.

339. And since that none of your children have been vaccinated? No, none have been vaccinated.

340. Then I need hardly say you are opposed to revaccination as well as to vaccination? The same objections that would hold against vaccination would of course hold against revaccination.

341. Have you ever had any experience at all in the treatment of small-pox? Yes.

342. Where? In Doncaster and other places in Yorkshire.

343. And in your experience was there any difference in the virulence with which the disease attacked non-vaccinated persons and that with which it attacked vaccinated persons? Well, sometimes vaccination seemed to modify it, and in other cases not. The conclusion I arrived at was that if we could embrace in our observation the whole range of facts vaccination makes no difference.

344. And how do you account for the decrease of small-pox since Jenner's discovery? Small-pox is steadily on the increase with the increase of vaccination.

345. With the increase of vaccination? Yes, as vaccination extends small-pox is increasing and becoming a more constant disease, a chronic condition. With regard to your first question why it ceased at the time that Jenner introduced vaccination, the reason was that inoculation became illegal about that time, and small-pox had been constantly and almost universally propagated throughout the kingdom by means of inoculation, and was thus kept always going. As soon as inoculation ceased to be practised small-pox suddenly disappeared. That could not be the result of vaccination, because the vaccinated portion of the population at that time was only about 1 per cent.

346. You are a homœopathic practitioner? Yes.

347. Of course you are aware that homœopaths as well as allopathists believe in vaccination? I am aware that the mass of the profession of all schools believe in vaccination.

348. Have you ever heard of vaccine matter being administered internally with a view to the prevention or cure of small-pox? Yes, I have; I know that it is practised.

349. By what school? Only by the homœopathic school as far as I am aware.

350. Do you know with what effect? It has not been tried on a sufficient scale to draw any inference. You see in matters of medicine statistics are of very little use until they embrace an immense field of observation; there are so many modifying influences which have to be taken into account. I am quite aware that sometimes, in some series of facts, vaccination appears to have been a wonderful preventive of small-pox, and I am also aware that according to another series of facts it appears to be a great aggravator of small-pox. I do not think that vaccination has prevented small-pox, as it seems to have done if we select one class of evidence, and I do not think it has aggravated small-pox, as it also seems to have done if we select another class of evidence.

351. *Sir George Innes.*] But on the whole you think it has tended to spread small-pox? It has tended to make its presence chronic instead of epidemic.

352. I thought you said it had been steadily on the increase? Yes; small-pox has steadily increased and is still increasing as the practice of vaccination is more generally enforced. There is one fact that should be borne in mind in making a statement like that: that a considerable amount of the lymph now in circulation, used by the Government vaccinators, is that known as Ceeley's and Badcock's. That lymph was obtained by small-poxing cows and calves. That is the method which has also been proposed by some medical men to be adopted in Melbourne. The matter taken from small-poxed calves is just as liable to revert into small-pox in the human subject as it was to be altered to cow-pox in the cow or calf. The difference is only a difference of soil not of seed, and as you revert to the original soil you are liable to reproduce the original disease.

353. *Mr. Wisdom.*] But is there any instance of true small-pox being generated by vaccine matter? Yes, of true and most deadly small-pox being produced by vaccination. I have got numerous authenticated instances with me if you like to have them.

354. Do you think that syphilis is communicable from one person to another by vaccine lymph, supposing that lymph is pure? If pure it will have no syphilitic taint. If there be no syphilitic poison mixed with the lymph there will be no syphilis communicated.

355. Suppose the lymph is mixed with blood? The highest medical authorities in France and England state, and it is admitted by the highest medical journals—the *Lancet* and the *Medical Gazette*—that there is no question whatever that syphilis is communicated by means of lymph, supposed to be perfectly pure, in which no blood could possibly be detected, and where no blood had been drawn.

356. Then it would seem from that the lymph itself has a syphilitic taint? The lymph is derived from the blood of the patient, and syphilitic poison, when present, exists in the blood, and the lymph which exudes

J. Le G.
Brereton, Esq.
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M.R.C.S.,
L.A.C.

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out of the blood into the vaccine vesicle is just as liable to contain syphilitic virus as vaccine virus if there be syphilitic taint in the system, and there is no possible means of detecting it, either by the microscope, or by chemical test, or by other means.

357. And other diseases may be communicated in the same way—such as scrofula, or skin diseases? Cases of scrofula, skin diseases, and other maladies could be adduced by the thousand. Many such instances have occurred in Sydney, and some deaths.

358. *Sir George Innes.*] Have you ever submitted to scientific test any case in which you supposed there had been a syphilitic taint by vaccination? I do not know what you mean by scientific test.

359. By examination and criticism? As far as you can get at facts through evidence I have.

360. What doctors have you made acquainted with any particular case, and brought it under their notice so that they themselves could examine into it? Well, I consider I am as competent to judge as any other doctor.

361. But you have strong opinions and theories? I have no theory.

362. Have you ever submitted any case at all for the examination of anybody besides yourself? Have I ever called any doctor into consultation in reference to vaccino-syphilis? I do not know that I ever have.

363. You know there are many cases mentioned in the books which have been examined? The conclusions, bear in mind, are open to many fallacies. There might have been syphilitic taint in the subject already, and the vaccination aroused it into action. Medical facts are very doubtful unless on a wide scale. The facts I should rely upon would not be my own only, for none of us see many cases of vaccino-syphilis, unless we go about looking for them. But there are medical men who have made that a special study, and they are of the highest authority.

364. But speaking from your own experience has there ever been an instance where you have shown a case to another medical man or anybody else competent to form an opinion? No, I do not recollect that I ever consulted another medical man on such a case.

365. But did not you state there were many cases both in England and here where there has been an undoubted taint from syphilitic vaccination? As I did not vaccinate all those cases myself, I could not be sure in every instance that no blood had been drawn. I have, however, accidentally communicated syphilis myself by vaccination, when no blood was drawn.

366. I suppose you will admit that amongst medical authorities you are in the minority? Not upon this question. Most medical authorities of high standing are perfectly agreed upon this question. The greatest authority in the world upon syphilis is the French surgeon, Ricord, and he states as follows:—"The obvious fact is that if ever the transmission of disease with vaccine lymph is clearly demonstrated, *vaccination must be altogether discontinued*; for in the present state of science we are in possession of no criterion which may permit the *conscientious* practitioner to assert that the lymph with which he inoculates is perfectly free from admixture with tainted blood. At first I repelled the idea that syphilis could be transmitted by vaccination. The recurrence of facts appearing more and more confirmatory, I accepted the possibility of this mode of transmission, I should say with reserve, and even with repugnance, but to-day I hesitate no more to proclaim their reality." That is from M. Ricord.

367. That is as to the possibility of the thing;—does he not say that they are extremely exceptional cases? No. I will give you an English authority on that question. Dr. Ballard says, "From several instances on record there can remain no reasonable doubt that the vaccine virus and the syphilitic virus may both be drawn at the same time, upon the same instrument, from one and the same vesicle."

368. Without any admixture of blood? He does not state the admixture of blood; but others do, whom I will quote:—"That syphilis could be communicated by vaccination was, though admitted abroad, long disputed in this country. * * * It can no longer be so. * * * Are such cases extremely rare? He (Mr. Hutchinson) feared not; all these occurred to him in the ordinary way of practice. His second series were by a public vaccinator who had no idea of their existence. Other surgeons were, he feared, in the same condition, and thus a false feeling of security prevailed. * * * It had been said that if a child reached four months without sign (of syphilis) it would escape; but this was not so. In many cases syphilis really lies latent till puberty." That is from the *Medical Times and Gazette*. Those are the opinions of M. Ricord and Mr. Hutchinson, senior surgeon to the London Hospital, who are authorities as high as we can have in the profession. The *Lancet* admits that Hutchinson's cases demonstrated the fact of vaccino-syphilis. Mr. Hutchinson also states that in many of the cases there was no evidence of any contamination with blood.

369. *Mr. Wisdom.*] Still in all these cases there was a possibility that syphilis was latent in the system, and merely made its appearance through the constitutional disturbance caused by vaccination? In all these cases, some of which were fatal, the *sine qua non* of the disease exhibiting itself was vaccination.

370. But what I want to know is whether there is not a possibility of the syphilis being latent in the system? You cannot tell that, because syphilis is undoubtedly sown broadcast through the whole population by vaccination. But there have been many experiments conducted in France with the greatest possible care, where syphilitic patients have been taken, and the greatest care has been used in vaccinating from them, and a very large percentage of the patients vaccinated from them were syphilised, and where there has been no evidence to show that there was any syphilis in the system before.

371. Do you know the names of the medical men who made those experiments? They are men of eminence in the French Academy. The question is quite settled; the best French and the best English authorities do not dispute it.

372. They do not dispute its possibility, but does any authority say it is frequent? Mr. Hutchinson thinks so. The recorded cases are numerous.

373. *Sir George Innes.*] What I understand you to say is that there may be syphilis latent in the system, and if it were not excited by vaccination the child might live to a good old age, and die without having suffered from syphilis? It might do so for anything I know to the contrary, but we do not know that it is so; that is mere speculation. The fact is this:—A child is vaccinated from a syphilitic patient, one in whom it is ascertained there is syphilitic taint, and that child becomes syphilised and dies. That has been a frequent occurrence. All we know then is that the child was vaccinated with suspicious lymph, and that the child previously free from symptoms of syphilis, and its family free from all symptoms of syphilis, afterwards died from that disease.

374. You do not think there would be any security whatever by extending the age at which children should be vaccinated? No; that has been shown.

375. You do not then agree with the theory that hereditary syphilis generally shows itself within a few months after birth? It does not need to show itself in order to be communicated. A child may have hereditary syphilis, and that syphilis may be communicated although it has not yet manifested itself; cases proving this fact are on record. We know that of different children of the same parents, inheriting syphilitic constitutions, some show syphilis and some do not. You can never get a mathematical certainty in medicine; it is not an exact science by any means, and never will be. I will give you another extract, if you like. It is from the *Medical Examiner*, 24 May, 1877, by Dr. Brundevell Carter, a man of high standing—"I think that syphilitic contamination by vaccine lymph is by no means an unusual occurrence, and that it is very generally overlooked, because people do not know either when or where to look for it. I think that a large proportion of the cases of apparently inherited syphilis are in reality vaccinal; and that the syphilis in these cases does not show itself until the age of from eight to ten years, by which time the relation between cause and effect is apt to be lost sight of."
376. *Mr. Hoskins.*] There are between 700 and 800 prisoners in Darlinghurst Gaol; suppose there was an outbreak of small-pox among them, how would you treat them? I would treat each case as it arose; I should isolate them of course.
377. Suppose you could not do so, the building being too crowded? Well, when you are speaking of prisoners it is a different thing from speaking of other people; there are other considerations that come in.
378. It is a matter that has seriously engaged the attention of the Government in this inquiry—what steps should be taken if in an overcrowded gaol situated in a populous neighbourhood small-pox were to break out? Leaving the consideration of prison difficulties out of the question, I would do the same as I would in scarlet fever, diphtheria, or any other infectious disease. If it arose from local causes and you could remove everybody I would remove them. If it did not arise from any local cause I would keep the infected were they were, and put a cordon round them, and remove the healthy to another place; but I should never take the small-pox patients and carry them about unless there were a small-pox hospital, and then I would take them there.
379. *Sir George Innes.*] Is there any other member of the medical profession in Sydney who agrees with you that vaccination is not a protection against small-pox? None that I know; I believe some are aware of the dangers attending vaccination.
380. Who are they? I was speaking the other day to Dr. Deck who told me he vaccinates his children with trepidation.
381. Anyone besides Dr. Deck? I do not know anyone else. There is a large and growing feeling against vaccination in Europe and America.
382. Is there anybody else whom you could suggest as a witness? The only one I know is Dr. Morton who is against vaccination; he is not in Sydney.
383. We want to have a thorough investigation into the matter—to hear all shades of opinion? Yes.
384. *Mr. Suttor.*] Was this Dr. Morton a Government vaccinator? Yes; a Government vaccinator in the Colony.
385. And yet he was opposed to vaccination? Yes; and he resigned his position because he was opposed to vaccination. He will be in Sydney shortly.
386. *Sir George Innes.*] Do you think it possible for the disease of small-pox to have been generated by reason of the accumulation of filth or other noxious causes, and not necessarily to have been introduced from without? Undoubtedly. I have studied that carefully, and cannot find any evidence that it was introduced from without.
387. You think it not only possible but extremely probable that it may have been endemic? It is quite probable. There is no doubt we have got Ceeley's matter here; it is spread over all the world. It can be proved that there is variolous matter abroad, and I believe it has produced small-pox on a large scale. The most fatal form of small-pox has arisen direct from vaccination both in London and in Hong Kong. When there is a variolous condition of the atmosphere vaccinia is undoubtedly liable to turn into small-pox. That there is a variolous condition of atmosphere here is proved by the prevalence of a spurious cow-pox, contemporaneously with small-pox, and it is exceedingly probable that vaccination is one cause of the spread of small-pox in Sydney.
388. Some doubt that cow-pox is here? I have letters from the country offering me lymph from the cow.
389. *Mr. Suttor.*] That might not be cow-pox? There is, I believe, no *true* case of cow-pox in Australia; it died out in England about the same time that small-pox died out. Cow-pox was an exceedingly virulent and fatal disease coming to the fag end of its career in Jenner's time. He found it difficult to get lymph from the cow, and therefore he resorted to the heels of horses; and the original vaccine lymph we use from the Royal Vaccine Institute has never been vaccine lymph at all, from the day it was introduced into London to the present time—it was derived from the arm of Jane King, who was inoculated from a horse with greasy heels.
390. You say you had some experience in the treatment of small-pox in England before you came here? Yes.
391. Did your experience lead you to the conclusions you now hold—to the many objections you now point out? No, I was not awakened to it then.
392. *Sir George Innes.*] How long have you been practising in this country? Twenty-three years.
393. And it is since you have come here that you have seen these objections? Yes.
394. *Mr. Suttor.*] I think before a Committee of Inquiry, with respect to a Bill introduced into the Legislative Council, your evidence was in favour of vaccination? No, it was against vaccination. I was opposed to compulsory vaccination at that time.
395. Did you not say then that you were in favour of vaccination? No, I do not think I did; I may have been hesitating at that time. But I remember that I gave instances of vaccino-syphilis. I gave an instance where a great part of a village was syphilitised through one vaccination.
396. *Sir George Innes.*] Where was that? At Rivalta, in Piedmont.
397. *Mr. Suttor.*] I think I am correct in saying that you were in favour of vaccination, and were vaccinating children? I had not then entirely ceased to vaccinate. I had paid a good deal of attention to the question, and I had serious doubts about vaccinating, and if I remember rightly my evidence was not in favour of vaccination; certainly not in favour of compulsory vaccination.
398. You say that small-pox is increasing? Steadily increasing.

J. Le G.
Brereton, Esq.
M.D.,
M.R.C.S.,
L.A.C.

20 Sept., 1881.

- J. Le G. Brereton, Esq. M.D., M.R.C.S., L.A.C.
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399. Do you think the results are worse now? There is reason to believe that the death-rate of small-pox is much higher now than it was in Jenner's day.
400. And as the small-pox increases the death rate increases in proportion? You have to be very careful in making statements of death rates before there was any Registrar-General's office. The only reliable statistics we have of small-pox before vaccination are taken from journals of medical men, who kept notes of their own, and from their notes we gather that the average death-rate of small-pox is very much higher now than it was a hundred years ago. For instance, Dr. Tanner calculated that the average death-rate from inoculated small-pox was not more than 1 in 662. Dr. Wagstaffe, writing in 1722, states that the mortality among children from small-pox amounted to hardly one in a hundred. The infant mortality from small-pox at the present day is enormous.
401. What do you think is the average death-rate from vaccination of persons who have been vaccinated? The average hospital mortality from small-pox since the adoption of vaccination is over 18 per cent.
402. *Sir George Innes.*] 18 per cent. of persons who have been vaccinated, and without ever having had small-pox? Oh, no.
403. *Mr. Suttor.*] You have given a certain proportion of persons who have died from inoculation? Those are not general; they are taken perhaps from one or two large towns. All statistics of that period were taken from local observations, and the number was multiplied into the supposed population of Great Britain.
404. What proportion of persons have died from vaccination? It is impossible to say.
405. But a record has been kept of persons dying from inoculation? No, it is taken from private records.
406. *Sir George Innes.*] Conjecture—based on very flimsy materials, I suppose? The materials are good, but they are not general; they are from the extensive experience of such men as Drs. Lettsome, Radcliffe, and others.
407. *Mr. Suttor.*] If lymph be perfectly pure from syphilitic taint what objection would you then have? Vaccinia itself is an abominable disease, and if you have pure vaccine lymph introduced into a pure constitution it might engender diseases which you might never get rid of. But you cannot get a pure constitution to put it into, and it is liable to develop any latent tendency to disease.
408. *Sir George Innes.*] In point of fact it is impossible to get humanised vaccine lymph which you can say is pure? Yes, and an important point is that you cannot get a healthy subject to put it into.
409. Nor a healthy subject to put it there? No.
410. *Mr. Suttor.*] If you get animal lymph then it is just the same? Yes; then you have the diseases of animals to consider, which are more to be dreaded than those proper to man.
411. That is an objection to vaccinating from the calf? Yes, if you can find a calf of immaculate conception, with spontaneous cow-pox, then you would get the lymph pure.
412. *Sir George Innes.*] You attribute the decrease of small-pox, particularly after Jenner's discovery, not to the influence of vaccination but to the illegality of inoculation? To the suspension of inoculation.
413. Was inoculation largely practised in continental countries? Yes, with the same results.
414. Was it declared illegal there? Not everywhere, I believe. Wherever inoculation has been suspended small-pox has decreased.
415. Now vaccination is spreading it? Yes, and our constitutions are undermined by vaccination; we are not so strong as our grandfathers were.
416. Are people more short-lived now than they were two generations ago? Infant mortality is much higher, and the death rate from epidemic diseases is much higher.
417. Insurance Societies do not tell us that? No, we are better fed and better housed, but we are not generally so robust and hardy.
418. Is there anything else you would like to bring before the Government? I have marked a passage here respecting the vaccination which is now being advocated—that is, of inoculating a cow with small-pox, then inoculating a calf, and then taking the lymph from the calf. This is from the Local Government Board, Dublin:—"Small-pox virus taken from a calf would communicate that disease to a human subject, and be thereby a fertile source of propagating the disease, and would moreover render the operator liable to prosecution under the fourth section of the 31 and 32 Vic. cap. 87. If the proposition were to vaccinate a calf with lymph obtained from the human subject, the Board have to state it has long since been ascertained that the animal lymph for vaccination purposes must, in the first instance, be obtained from a cow in which the disease has spontaneously arisen, and that vaccination performed with lymph taken from a cow which has been vaccinated with human lymph is not reliable. The Local Government Board therefore lose no time in cautioning the medical officers against either of the practices referred to, as the guardians, no doubt, acted in ignorance of the consequences when they passed the resolution directing their medical officers to act on the suggestion made." Again, "Surely now that the tardy confession has been made, that matter procured in the identical way in which Ceely and Badcock admittedly procured it for the Government—viz., by inoculating a calf or cow with small-pox virus—would 'become a fertile source of propagating the disease' of small-pox, we might look for an immediate order to have the circulation of all the matter in daily use by the public vaccinators peremptorily recalled." That is from the Galway correspondent of the *Daily Express*, a comment on the passage above quoted. In procuring lymph from Europe we do not know what we get. We have got absolute small-pox circulating in the form of vaccinia. That is from small-poxing calves. We have got grease from Dr. Jenner; we have got arm-to-arm virus circulating; and we have got also vaccination from the human subject to the beast and back again to the human subject. We have all these sources of vaccination. One of them is acknowledged to be ineffective, and another is acknowledged dangerous; but the pure vaccine lymph we have not got.
419. Why is that? Because cow-pox died out, and does not reappear in the form that Jenner figured it. At all events it is not circulated from the Central Office, because the matter to which, up to a very recent date, they exclusively adhered, is that which they have had from the days of Jenner, having confidence in its virtues, and that matter was obtained from the horse's heel. There is also another disease which is supposed to be communicated now; it is spreading in Trinidad among the Europeans, and it is attributed to vaccination.
420. What disease is that? Leprosy.

Eben. Atherton, Esq., M.R.C.S., L.S.A., introduced to the Council:—

421. *Sir John Robertson.*] Would you be good enough, Dr. Atherton, to tell the Members of the Government what diplomas you possess? I am a Member of the Royal College of Surgeons, and a Licentiate of the Society of Apothecaries, of London.

E. Atherton,
Esq.,
M.R.C.S.,
L.S.A.

422. We are anxious to obtain advice on the matter of compulsory vaccination. We have every reason to believe that you have given a great deal of consideration to the matter, and we should like to have your views upon it. We prefer having your own statement of them because it will save time, and then perhaps some members of the Ministry here will ask you questions? I am entirely in favour of compulsory vaccination.

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423. Have you any instances that you could quote in favour of it? There are general statistics and general scientific information published, very bulky indeed, and proving the necessity for and usefulness of vaccination.

424. With regard to compulsory vaccination—that is more the question now; I think we are all agreed about vaccination? I think that compulsory vaccination is necessary, because it will meet those who are ignorant and prejudiced—who are prejudiced perhaps from ignorance on the subject; as any reasonable man would be vaccinated or have his family vaccinated.

425. I presume that in a place like Darlinghurst Gaol, where there are 700 or 800 prisoners, compulsory vaccination would be especially required, would it not? I think so. I will mention one amongst many facts in favour of such vaccination. During the stay recently of Captain Harvey, of the P. & O. mail-steamer, "Hydaspes," he engaged in conversation with myself on the subject of vaccination, and mentioned the fact that in the P. & O. boats, trading as they do in the very hot-beds of small-pox, China and India, they were continually at one time being troubled and put to annoyance and great expense through small-pox cropping up amongst the crews, &c., until at last the directors made a rule that every man employed in the service should be revaccinated, and that all who subsequently joined the service should be vaccinated upon entering, and "now," he said, "we never see small-pox." That is one out of numerous facts in support of vaccination and of revaccination. I look upon vaccination as an evil; it is introducing a disease into the system for a time; but it runs a short course, and as a rule no bad result arises afterwards. There is no doubt that it prevents small-pox, or if it does not prevent it entirely it modifies the course of the disease considerably.

426. And would you recommend compulsory revaccination? No, I do not.

427. Has it come within your experience that there have been any considerable proportion of cases of injury from vaccination? No, I do not know of any case of injury, and I have vaccinated for over twenty years.

428. *Mr. Wisdom.*] Would you advise compulsory vaccination in places like the gaol at Darlinghurst, where there are a large number of prisoners, perhaps 700? I would.

429. And in regard to the police? I would.

430. The Post Office Department? I would revaccinate all Government officials who are likely to come in contact with contagion, or with persons who have had small-pox recently, or who reside in infected districts.

431. With respect to compulsory vaccination would you advise it in the case of adults who had not been vaccinated in infancy? I would; although the susceptibility to small-pox decreases according to age, yet there are exceptions to that rule; it is well-known that many old people have died from small-pox.

432. Do you prefer taking the vaccine matter from the human subject, or from the cow? I think it would be well to renew it from the cow occasionally, but I believe that the vaccine obtained from the human subject is good and reliable.

433. Have you vaccinated to any extent lately? I have, very considerably.

434. And have the vaccinations been successful? Very successful.

435. Have you found any difficulty in obtaining good lymph? No; I had at first. I had to send to Melbourne for my lymph. Since then I have been able to keep up the supply.

436. Have any practitioners administered vaccine lymph internally as a preventive or cure of small-pox? I have heard of it, but I consider it perfectly ridiculous. The gastric juices would immediately destroy its virtue in anybody.

437. Even if administered in allopathic doses; much more so then if administered homœopathically? In any way it would be destroyed.

438. *Sir George Innes.*] You are a homœopath? I am a general practitioner, believing in homœopathic law, and look upon homœopathic principles as a very important part of medical science, but I do not bind myself exclusively to any system of medicine, or any sect, to use a better word.

439. Do you think it is possible for the disease of small-pox to be generated here in Sydney by reason of any accumulation of filth or other matter of that kind, or by any peculiar condition of the atmosphere, or do you think it must have been introduced from without? I think it must have been introduced from without, but I consider that a good deal of filth and dirt in some of the streets of Sydney has become a good bed for the growth and development of the germs of small-pox.

440. Once introduced? Yes, once introduced.

441. But you do not think it has a generation here? I do not think it is spontaneously developed here.

442. No matter how great the accumulation of filth and other noxious causes may be? I do not think so; I do not think they would produce it.

443. Do you believe in the possibility of communicating syphilis or any other diseases by vaccination? I think it is possible, but with very great carelessness, and I think the case from which it would be communicated would be a recent one of syphilis, where there would be marked signs of it on the body of the infant from whom the lymph was taken.

444. But where it is a case of a pure vaccine sore, with no suggestion whatever of a syphilitic sore, from which the matter is obtained—has there ever been an instance on record of syphilis being communicated from a vaccine vesicle? There are certain reported cases, but I do not believe in most of them. They want scientific confirmation.

445. Have you ever in your own experience come across a case where any disease has been communicated by vaccination? Never. I believe too that many of the so-called cases of syphilis have arisen after vaccination in children previously syphilised, and that the vaccine disturbance might bring it out in that way, and therefore it is a rule not to vaccinate children where there is any suspicion of hereditary syphilis, or to wait until they are a little older than the prescribed age in England.

446. Within what time if a child is what you call syphilised would the symptoms of the disease appear? It would show itself within three or four months.

447.

- E. Atherton, Esq., M.R.C.S., L.S.A. 20 Sept., 1881.
447. Then you think it would be prudent to extend the time? Certainly, if there is any suspicion of that kind.
448. *Mr. Suttor.*] Do you think that if a compulsory law were passed it would be necessary to allow certain discretion to be exercised by the doctors as to whether a person should be vaccinated or not? I do certainly, because I believe that half the mischief of vaccination is done by indiscriminate vaccination—vaccination for instance when a child is not fit to receive it, and ought not to be disturbed by it.
449. *Sir George Innes.*] I believe it is universally admitted that vaccination is a great protection against small-pox—admitted even among the opponents of vaccination? I think so.
450. But your argument is that it may introduce other diseases in an otherwise healthy child, and the balance of evil by that result may preponderate over the balance of good from the protection from small-pox? I do not believe in the evil; I have never seen any permanent harm arise from vaccination. I think that the anti-vaccinationists get up many of these cases from their own imaginations; there is no truth in them at all; they are in the face of the strongest facts possible.
451. Do you believe that typhoid and enteric fevers generally, and a variety of other diseases—consumption and other things—have been largely introduced by reason of vaccination? Certainly not.
452. *Sir John Robertson.*] Coming back to the compulsory question, what you would recommend would be a compulsory law for infants, and for people in the Public Service where there are large numbers employed or congregated together, and for prisoners in gaols, compulsory revaccination? I would recommend compulsory vaccination for all infants born in the Colony, and I would recommend compulsory revaccination in the Public Service amongst people who are exposed to contagion, and particularly if their marks of previous vaccination are not very good, or if they have not had small-pox. If they have had small-pox I would make an exception.
453. Or if the marks are particularly plain? If the marks are particularly plain I do not think it is necessary.
454. *Sir George Innes.*] Would you vest in some medical officer a power of exemption—a discretion to exempt? I would recommend some medical officer to exempt.
455. To inspect, and after inspection to exempt? I think the carrying out of such an Act should be entirely under the direction of medical men.
456. *Sir John Robertson.*] You have said that your compulsory vaccination would be for children, but if you would recommend revaccination for certain classes of people I presume that if any of those people have never been vaccinated you would recommend them to be vaccinated? Oh, yes.

WEDNESDAY, 21 SEPTEMBER, 1881.

MINISTERS PRESENT :—

<p>The Honorable Sir Henry Parkes, K.C.M.G., The Honorable Sir John Robertson, K.C.M.G., The Honorable James Watson, The Honorable Robert Wisdom,</p>	<p>The Honorable James Hoskins, The Honorable John Lackey, The Honorable Sir George Innes, Knt., The Honorable Francis Bathurst Suttor.</p>
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Andrew Ross, Esq., M.D., M.P., introduced to the Council :—

- A. Ross, Esq., M.D., M.P. 21 Sept., 1881.
457. *Sir Henry Parkes.*] Would you be good enough, Dr. Ross, to state the diplomas or degrees which you hold? I have a degree in medicine and a diploma in surgery.
458. The Government are desirous of ascertaining what may be your opinion on the question of compulsory vaccination, or in other words, the necessity to protect the public health by insisting upon persons being vaccinated by law; we would be glad if you would state your opinion in your own way—we wish to avoid putting questions as much as we can—and fortify it by any facts within your personal experience, or by any statistics of established authority you are in possession of? I have had considerable experience in treating small-pox in the old country, and from what I have observed in regard to the efficacy of vaccination, and of compulsory vaccination, I am quite in favour of it. In a Colony like this, in the semi-tropics, it would have to be performed under special rules, because the heat here in summer is very excessive, and consequently it would not do to have compulsory vaccination here in the heat of summer; it might endanger those vaccinated, owing to the flies that are so troublesome, because if the arm happened to be exposed it might produce other diseases irrespective of that which accompanies vaccination. I am quite in favour of it in cold weather—especially in Spring—and when it is more particularly confined to dense populations such as that of Sydney. It might not act so beneficially in the interior where the population is so scattered, because people there cannot avail themselves of opportunities such as are afforded them in Sydney.
459. *Mr. Wisdom.*] That does not affect the desirability of vaccination? Not in the least. I am quite in favour of the efficacy accruing from vaccination. I have seen good results in the old country in my experience as a medical practitioner. I have seen them, not only in Glasgow but in London. If the compulsory clause were carried out it would have to be done under guarded rules. I do not say every person should be permitted to vaccinate; none but those who are duly qualified should be allowed to do so, because others might perchance inoculate the system with other diseases. If vaccination is followed strictly in accordance with literal medical science it is impossible to introduce other diseases.
460. Then with regard to those you would authorise to vaccinate, would you leave it to them to make exceptions where persons are not in a good state of health? Yes; I would examine as is done in the city of London, where persons in ill-health are examined every six months. I would do the same in this Colony. Some are more susceptible to the influence of vaccination than others. I would have vaccination in infantile life, not in adults. I believe small-pox is a disease belonging to infantile life.
461. How is it then so frequently attacking adults in England? Generally it germinates from juveniles, and then it becomes contagious to the adults, from one source to the other. I am not in favour of revaccination. I think one vaccination is quite sufficient for all purposes. There is nothing to justify revaccination.
462. That is assuming that the first vaccination has been satisfactorily performed? Yes. In the city of London you obtain a certificate after being vaccinated. That is handed to you with your name and a number upon it, and it is produced afterwards, to show you have passed through a successful vaccination. Once, in my opinion, is quite enough to protect against the contagious nature of small-pox.
463. But in the event of a person not having been vaccinated in infancy? Then I insist on the adult passing through the same ordeal as the juvenile.
- 464.

464. *Sir John Robertson.*] Can you always tell if a person has been properly vaccinated? Yes, by looking at the arm. A. Ross, Esq.,
M.D., M.P.

465. I thought the marks wore out sometimes? A thoroughly successful vaccination never wears out; you will see it sixty years afterwards. 21 Sept., 1881.

466. *Mr. Wisdom.*] Having regard to the prisoners in Darlinghurst Gaol—about 700;—what is your opinion about compulsory vaccination with respect to them? As far as the prisoners go, lately I took the trouble to examine the prison, and I think it is scarcely possible that the disease could get a hold or root in the gaol, it is kept so scrupulously clean. I have been in similar places in London, and it astonished me to compare Darlinghurst Gaol with what I have seen in London; I was surprised at it. It is simply from the casualties that might arise from outside circumstances that small-pox would get into the gaol, and if it got in I think it would not exist.

467. Then you think compulsory vaccination not desirable with regard to the gaol? I think not. In a time of epidemic it would be a wise precaution, but you see, the place being so well and orderly kept the disease is not likely to find a place there; it is more likely to find a place in localities such as the hovels in Sydney. That is where it is most likely to germinate. Such was my opinion in the city of London.

468. *Mr. Wisdom.*] Have you known within your personal experience any evil results to follow vaccination? None whatever. I had two cases out of about 4,000 I vaccinated, and I can account for the way it was done. On some occasions I had to vaccinate from thirty to forty a day; I was very short of lymph, and I had to preserve it; I preserved a little during the heat of the summer, and before the occasion arrived when I required to use it it partly decomposed. I did not know that at the time because it was well corked up and a piece of cotton wool placed in the tube; but it turned out bad, and the inflammatory action of the arm was very great. I never from that day used preserved matter. Those were the only cases out of 4,000 in which I had any difficulty.

469. You have never known syphilis or scrofula to be communicated by vaccination? No. I believe it can be done, but not by following those rules I adopted in my practice. I never took more than three charges from each vesicle; it was a small cup vesicle, and it only contained a certain quantity of lymph; if you take more than that you take the *liquo sanguineous*, you take the elements of the blood, and if you draw blood you may cause risk. I never draw blood; if I draw blood I stop at once and never touch it. I never vaccinate from a patient whose vesicle takes ten, eleven, or twelve days to mature. The proper healthy vesicle takes eight days, which is the proper duration of the pock. If it rises only at fourteen days I discard it because it is not natural.

470. *Sir John Robertson.*] Do you think that small-pox would arise from the filthy state of the houses here;—do you think that small-pox could arise in the city here or anywhere from filth? It would not originate in that way, but it would be propagated from it; it must be imported.

471. *Mr. Wisdom.*] You think it must have come from abroad? Yes, it must be imported. I feel sure it was imported here.

472. *Mr. Lackey.*] In speaking about compulsory vaccination would you apply it indiscriminately to people confined in gaols? Well, I could not give a decided answer. Of course I have not seen the various gaols throughout the Colony, but as far as Darlinghurst is concerned, owing to its scrupulous cleanliness, I would hardly think it suitable.

473. *Mr. Wisdom.*] But would it do any harm? No.

474. *Mr. Hoskins.*] Seeing that persons are constantly being brought to Darlinghurst from the lowest classes and from the squalid and dirty parts of the city, and may carry the germs of the disease with them, do you not think, looking at the large number of persons in the gaol, and that the gaol is situated in the midst of a densely populated neighbourhood, that it would be desirable to give the Government power to vaccinate? Under those circumstances I would be inclined to support it. The disease would not be so likely to spread among the prisoners by adopting such a precautionary measure. Being out and in so often renders the prisoners more likely to communicate the disease.

475. *Mr. Lackey.*] Would you not object to apply vaccination to all constitutions without reference to constitutional diseases? Well, I would; delicate persons should not be subjected to vaccination.

476. Should they when suffering from consumption? I think it would be detrimental to health.

477. And asthma? I think so.

478. *Mr. Watson.*] Is it on account of illness that people are exempted as you say for six months? Yes; they undergo at the end of six months another examination, but they must all submit to compulsory vaccination.

479. *Mr. Wisdom.*] The opinion of the profession generally is in favour of compulsory vaccination? I believe so. Nine-tenths of the profession generally are in favour of it.

480. Both in England and here? Yes; in England they are, I know. There can be no doubt about the efficacy of vaccination; I have not the least doubt in my own mind.

481. *Mr. Watson.*] Do you think revaccination necessary? No; I entirely disapprove of it when unnecessary; one vaccination is quite ample.

482. *Mr. Wisdom.*] But do I understand you to mean that it is injurious, or simply superfluous? Superfluous.

483. Not that it would do any injury? I think it would; I think it is very detrimental to health to any person 40 or 50 years of age; it might cause or develop diseases that are in a latent state in the body.

484. Is it not the general opinion of the profession that if the system is proof against an attack of small-pox, vaccination will not have any effect? I do not hold that opinion; it is the opinion of the profession, but I do not adhere to the principle.

485. You think it would have an injurious effect? I think so. In fact vaccination does not prevent small-pox, but it modifies it if you happen to take it. I had the disease myself, and I have been vaccinated. I had it in a very mild form, and that was through vaccination.

486. *Mr. Suttor.*] And you do not even think persons should be revaccinated when they arrive at the age of puberty? I think it is unnecessary unless not vaccinated before, and then I say it is necessary to compel them to be vaccinated even at any risk; but if a law were brought in to compel vaccination it would be done in early life.

487. Would you make vaccination compulsory with regard to adults who have not been vaccinated? I think not; not after 40, because their susceptibility to catch the disease is not a tenth part so great as persons

A. Ross, Esq., persons under 30, 20, or 10 years of age. Youths are very susceptible to it; I know they are in the old country.
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488. *Mr. Lackey.*] Have you any definite guide as to the result of the operations of vaccination. Some cases of vaccination show considerable signs afterwards; is it likely that in the cases where these signs are not shown the vaccination has not been successfully performed? There is a distinct mark, and I think that is sufficient to show the efficacy of the vaccination. If I examine an arm I can tell whether the vaccination has been sufficient or insufficient; if there is the least sign it is sufficient.

489. *Mr. Suttor.*] Persons with this cicatrix are susceptible to revaccination, and it will take again? It will.

490. And they are subject to small-pox? Yes; if you vaccinate them fifty times they are still subject to it. The vaccination is done on the skin; to take the small-pox it must go through the system, from inwardly outwardly. Even if inoculated you would take the small-pox, because inoculation goes from the outside; the disease of small-pox, to take its natural course, must go from in out.

491. But vaccination goes through the system? I believe it is a local inflammation.

492. But if a local inflammation why is it that it protects from small-pox? Because it is a concentration; any humours there may be are drawn to the vesicle.

493. *Mr. Wisdom.*] But if the effects of vaccination are simply of a local character how does it happen that there is so much disturbance, such as fever and pains in the system? That is simply an irritative fever; it causes an irritative fever. A blow will cause that; it gives a shock to the system.

494. *Mr. Suttor.*] As the effects of the vaccination are only local, how can it be possible to affect the system by vaccination? It might drain from the arms, or lungs, or heart—from other portions of the body; the irritative fever might upset the whole system; it creates a great sudden shock to the whole system. In London vaccination must be done within three months after birth; that is the limit in England.

P. Sydney Jones, Esq., M.D., F.R.C.S., introduced to the Council:—

P. S.
Jones, Esq.,
M.D.,
F.R.C.S.

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495. *Sir Henry Parkes.*] Will you kindly tell us what diplomas or degrees you hold? I am a Doctor of Medicine, University of London, and a Fellow of the Royal College of Surgeons, England.

496. The Government would be glad to obtain your opinion on the advisability of introducing into this country a law compelling vaccination—in other words, whether you consider it necessary to the protection of the public health that all persons should be vaccinated under the law, by compulsion; and we should be glad for you to state your opinion in your own way, supporting it by such facts as may have occurred in your own professional experience, and by any authorities you may desire to refer to on the matter? I am decidedly of opinion that small-pox will never be successfully combatted until vaccination and revaccination are carried out in their entirety, and in order to accomplish that of course both vaccination and revaccination should be made compulsory.

497. Would you state more definitely what you mean by vaccination and revaccination,—that is, would you make vaccination compulsory at a certain age or under a certain age in children, and then revaccination at a certain age afterwards? Quite so; I should make primary vaccination compulsory as is usual in England, under three months—at any rate under six months of age. Then revaccination, I think, should be made compulsory between puberty and five and twenty years of age—say at puberty.

498. Would you apply the principle of compulsion to all lives without regard to age,—say a man or woman advanced in life who has not been vaccinated? Who has not been vaccinated at all?

499. Yes? Yes, I think the whole population should be vaccinated. If vaccination in early life has been neglected it certainly should be made compulsory afterwards.

500. Suppose there was a law of compulsion in this Colony, should you consider it necessary to deposit in the hands of somebody or other the power of making exceptions in the cases of children of feeble health, or in the cases of old men or of old women in decrepitude? Yes, I think some such discretionary power should be allowed. I may state that why I think revaccination should be made compulsory at puberty is because it is found that after puberty there is a great tendency to develop or take the disease—a much greater tendency between puberty and five-and-twenty or thirty years of age than at a later period of life. If a child is successfully vaccinated in infancy he is pretty safe from small-pox, or at any rate, from unmodified small-pox, until he arrives at about sixteen or seventeen years of age; between that and five-and-twenty or thirty years of age he is exceedingly prone to take the disease—much more so than before sixteen years of age. When he has passed twenty-five or thirty years of age there is very much less tendency to take the disease.

501. Of course, as you are of opinion that vaccination should be compulsory, you hold the opinion that large bodies of men, such as the police or persons in large Government establishments, ought to be vaccinated? Undoubtedly.

502. And such bodies of men as the inmates of a large gaol? Quite so.

503. Where indeed they are much more penned up than other bodies similar as to numbers? Quite so.

504. Do you think it is possible for small-pox to be generated by conditions of filth, or the absence of sanitary precautions favourable to the generation of disease, without its being introduced from abroad? I think not; I do not know of any evidence to support such a conclusion.

505. Then you think it must be communicated by contagion? I do, either by contagion or infection.

506. *Mr. Wisdom.*] In what part of the world was small-pox first observed; is that known? I could not tell you at this present moment. I think in Egypt; but my memory does not serve me.

507. Within your own experience have you known any diseases such as syphilis or scrofula to be communicated from one person to another by the vaccine lymph? I have not—not a single case.

508. Do you believe in the possibility of it? I believe in the possibility if vaccination is carelessly performed; if properly performed I do not believe in the possibility.

509. *Sir George Innes.*] Even in vaccinating from a syphilised child? Yes; I believe if you take the pure lymph, and nothing but the lymph, at the proper stage, there is no risk whatever of communicating disease.

510. Do you believe that the vaccine matter we have here, and which has been used, contains within itself the germs of small-pox? I do not.

511. I mean such that by its use true small-pox can be produced with all its infectious and contagious characteristics? You mean a child vaccinated with the lymph in ordinary use here?

512. The lymph obtained from England—from the vaccine institutions? That the child is likely to take small-pox as a consequence?

513. We have had an opinion expressed here by a medical gentleman of large practice that we have no occasion to go abroad for the small-pox, that we have abundance of it here in the lymph which is introduced here? I do not think there is the shadow of a foundation for such a statement.

514. *Mr. Wisdom.*] We have also been told that the vaccine disease and small-pox are the same? That is contrary to all authority.

515. It is not the prevalent opinion of the medical profession? Certainly not. Cow-pock and small-pox are two distinct diseases—totally distinct.

516. And therefore the cow-pock is not the result of inoculation from small-pox in the first instance? Certainly not. At any rate that is the belief of the profession and those able to speak with authority on the matter.

517. They are two distinct diseases? Two distinct diseases.

518. *Sir George Innes.*] You do not think the diseases are identical? I do not.

519. *Mr. Wisdom.*] I need hardly ask you then are there any cases known of a patient suffering from symptoms of small-pox after having been vaccinated—the patient having taken small-pox from vaccination? I am not aware of a single case on record. A person may take small-pox after vaccination, but not as a result of vaccination.

520. But as a direct result from vaccination? I have not heard of a single case.

521. If the diseases were identical the cases would be frequent? Yes, most assuredly.

522. We have been also told that vaccine disease is simply a local affection, not a general constitutional one;—is that so? I think not; I think it is a general disease. In fact, if general and constitutional symptoms are not developed by vaccination it is no protection against small-pox. Unless you have the constitutional disturbance you have no evidence of affording your patient any protection from attacks of small-pox.

Alfred Roberts, Esq., M.R.C.S., L.A.S., introduced to the Council:—

523. *Sir Henry Parkes.*] Will you be good enough to state the diplomas or degrees you hold? I am a Member of the Royal College of Surgeons, England, and a Licentiate of the Apothecaries Society.

524. We are desirous of ascertaining from you whether you have formed any opinion on the advisability of making vaccination compulsory by law; in other words, whether you consider it is necessary for the protection of the public health that all persons should be vaccinated. We would prefer you stating your opinion in your own way, with such facts as may have occurred in your own professional experience, or such authorities as you may rely upon in support of your opinion? I believe that universal vaccination is essential to the safety of the individuals of the community and the community generally from small-pox, and that universal vaccination cannot be obtained except by compulsory legislation. Since you were kind enough to intimate to me about a week ago that this question would be put to me before the Cabinet I have looked up a variety of authorities, and without troubling you with the ordinary medical works, I would allude more especially to the recent lectures of Dr. Corfield, Professor of Hygiene and Public Health at University College, London, and to the various reports of the Local Government Board which I received about a month ago from England, and which contain a larger mass of evidence upon the subject than any other work that I am acquainted with; in fact they contain the original information from which many other works principally quote, and the opinion I have just given is, I find, fully corroborated by the experience in England as I can trace it through these reports, dating from '59 to the present day. It is hardly necessary for me to trouble the Cabinet with many statistics showing the great fatality of small-pox, but I will append brief quotations from Professor Corfield's Lectures. (*Vide Appendix F.*) And I would allude to the reports of the medical officers of the Local Government Board to show that it has not up to the present time lost its virulence. That is to say, one or two of the latest epidemics have shown an amount of severity and virulence quite in accord with those we read of in the old authors, and that the only apparent reason why the community—why the English Nation—has been spared from very serious mortality, has been that general vaccination has been carried out. (*Vide Appendix F.*) That was the opinion given by the Privy Council and by Dr. Seaton. I think perhaps it will be unnecessary to trouble the Cabinet with further facts upon this point, but I should be happy to refer to the evidence contained in the reports of the Local Government Board if the Cabinet think it would be of use to them, or the reports can be left for the insertion of the quotations should the Cabinet require it.

525. We should prefer having in the evidence you now give such authorities as you think most important; it will render them more accessible when printed. We would prefer having in your evidence all you have of importance? It would perhaps be better for me to note down the paragraphs, and let the short-hand writer have them; they are lengthy, and I fear it would make it tedious to read them; this I will do.

526. You are of opinion, without any hesitation, that vaccination ought to be made compulsory? I am.

527. Would you apply the principle of compulsion to adults as well as to infants? Yes.

528. That is, you would make it compulsory for all persons to be vaccinated at one age or other? I would make it compulsory for all infants to be vaccinated before they attain the age of six months in the cities, and of one year in the country districts; and I would make it compulsory for every individual to be revaccinated after he or she had attained the age of puberty.

529. You would make that compulsory? I would—after the age when the system had undergone the change which it does undergo during the access of puberty.

530. And you would make vaccination compulsory upon persons who have not been vaccinated, without regard to their age? Yes; and I would make it compulsory a second time—that is to say, it would be revaccination.

531. But irrespective of that? Yes, irrespective of that.

532. Do you think that large bodies of men employed by the Government, such as the police, for example, ought to be vaccinated as a condition of entering the service? I do.

533. Do you think the inmates of a large gaol ought to be vaccinated? I do.

534. That it is necessary to the safety of the public? I do; more especially in a community like this, where no revaccination has taken place up to the present time, and where I find that a very large proportion

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of the adults whom I have vaccinated during the present epidemic have taken in a manner indicating that their constitutions were not under the influence of the prior vaccination.

535. Do you consider that the lymph we have in the Colony is good in quality? The lymph that has been used during this present epidemic has not proved to be satisfactory.

536. Have you any suggestions which you would wish to offer for remedying this unsatisfactory state of things? It appears to me that if the Government should propose either to extend the present system of vaccination or to make vaccination compulsory, they are bound at the same time to take every possible means of insuring a good quality of vaccine lymph, and a full supply of it; also, that the operation is efficiently performed. These points appear to me to be quite as high and important a duty as the extension of vaccination; in fact, a necessary part of it.

537. How would you do that? I would do it by having certain central vaccine institutions. In fact, I would follow in the footsteps which experience has taught the Local Government Board to adopt in England. I would have certain central vaccine institutions. The population which is served by each institution should be as large as possible, and the days appointed should not be too frequent; but they should be fixed, in order to supply a considerable number of children at each attendance. The children who come one day should attend on the seventh or eighth day afterwards, and unless there is a considerable number of children it is impossible for the officer to make a suitable selection of lymph from the most suitable cases, and he may be induced by the pressure put upon him to obtain and circulate lymph that he otherwise would not. I think also that each of these districts should be inspected annually or bi-annually by an officer appointed by the Government for the purpose, who should see first of all that the children were all vaccinated, that the proper number of cicatrices were visible, and that those cicatrices were sufficiently marked; and he should superintend generally the arrangements of the vaccinators, and report upon it to the Government. The records in these books show the very great importance of that inspection; and even before the compulsory Act came into vogue I find that the vaccination in England not proving satisfactory, inspections such as I speak of were directed to be made, and that through those inspections the vaccinations improved very much, both in quality and number. After a time, however, vaccination again fell off, and then compulsion was adopted. Since the compulsory Act has been passed the inspections have been still more strict, and more effectually carried out. The third measure I would adopt, would be that *all* lymph collected by the district local vaccinators (who should not be too numerous) should be sent to a central office in Sydney, where it should be carefully examined, microscopically, before it is distributed through the Colony. Such a system would provide specially selected trained vaccinators for the purpose of vaccinating the children, whose work would be periodically inspected, and for the careful examination of all the lymph collected at the central office before it was distributed.

538. Do you consider that a system of inspection is necessary to ensure compulsory vaccination? I am satisfied it is, to ensure good compulsory vaccination; and when I use the word "good," I would wish to express not only that it should be universal but that justice should be done to the health of the child vaccinated. Good vaccination means not only that no possible risk of harm should be incurred which can be avoided but also that the vaccination should be effective against the disease for which it was intended to provide. I may be permitted to add that if a Government renders vaccination necessary it is its duty to provide precautions similar to those I have mentioned.

539. Would you be good enough to give us the benefit of your opinion, as to whether you think that the disease of small-pox could be generated by conditions favourable to its generation without being introduced from abroad? I think not.

540. In your opinion, no condition of putrid or poisonous matter favourable to the generation of disease would produce small-pox? I think not, and I would quote the opinion of Dr. Simon, for many years Health Officer to the Privy Council. He came to the conclusion that filth as filth—outside filth—had not much to do with the diffusion of small-pox, and probably nothing to do with the generation of it. The inside filth and that kind of personal filth, for instance, which attends overcrowding, and especially the overcrowding of people of depraved habits such as those in low boarding-houses, is, I need not say, a very important cause, not in developing the disease but in extending it.

541. *Sir John Robertson.*] You have said that you would advise revaccination at the age of puberty; but supposing a person had passed that age up to thirty or forty, would you cause him to be revaccinated also? Do you mean a third time?

542. No, revaccination—the second vaccination? Yes, most certainly.

543. Then you would cause revaccination to be done up to any age if revaccination has not been done at puberty? Yes; in fact the evidence, as far as I can gather it, is to this effect, that at the present time we cannot say how long vaccination in an average 1,000 people will last; but the indications are that it begins to fade, say from somewhere between eight and twelve years. The majority of persons, however, who are effectually vaccinated in infancy will be only liable to a modified attack of small-pox during their lives; but in a considerable proportion of them, after from eight to twelve years the vaccine influence as a preventive of small-pox more or less dies out. That especially appears to be the case at puberty. If the Cabinet will permit me I shall be glad to express my opinion upon cow or heifer lymph.

544. Yes? This is a matter which has cropped up much lately, and the last reports of the local Government Board contained distinct evidence upon it. Dr. Buchanan, the present Health Officer, in his report thus summarises the results of recent investigations:—"The purpose of the National Vaccine Establishment is, as medical practitioners need to be reminded, not the provision of indefinite supplies of lymph for the vaccination of each person who may require vaccination in a district or a medical practice, but the supply of such amount of lymph as shall suffice for the establishment of local 'stocks,' and for the replacement by lymph of a new stock, and of undoubted efficiency, of any local stocks that may be found to be giving unsatisfactory results. Having this purpose more especially in view, and desiring always to know whether there was any better lymph to be had for the use of the establishment than that which is selected among the supplies furnished by the experienced public vaccinators who form the staff of the establishment, the Board caused examination to be made of the effects upon children of lymph which had been derived from the Animal Vaccine Institution of Brussels. Dr. Cory, of St. Thomas's Hospital, who officiates at the chief Educational Vaccination Station of the metropolis, undertook this investigation for the Board, and his report forms Appendix A to this report. It will suffice in this place to say of Dr. Cory's results with Dr. Warlomont's lymph that in some respects they differed from those which he habitually obtains with long-humanized

humanized lymph; that there was no reason for preferring the results of the calf lymph; and that the humanized lymph had, in its arm-to-arm transmissions, the advantage over the calf lymph of showing greater uniformity of action." That is a summary of the information which appears to embody all I can collect in the most recent authorities on this subject. There are various others, but all the information may be said to be contained in that paragraph.

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545. *Mr. Wisdom.*] Have you ever known within your own practice any bad results to follow from vaccination—for instance, the communication of other diseases, such as syphilis, scrofula, or skin diseases? I have never known syphilis or scrofula introduced into the system by vaccination. I have seen eruptions follow vaccination, but I am satisfied they were only the result of a feverish or other morbid condition of the patient, and merely temporary. I have seen other trouble follow vaccination, and more during this last epidemic than I ever saw before. For instance, I have seen abscesses in the arm and an abscess in the axillary gland. It is the result of a peculiar state of the system; but I have not the slightest idea that it was caused by the absorption of anything from the constitution of the child from whom the vaccine lymph was taken, because in most instances other children vaccinated with the same lymph have had excellent arms.

546. You think it probable that vaccination develops something that was latent? Yes; the person is in an unsuitable state of health when vaccinated, though you do not perceive it at the time—you think he is well.

547. *Sir George Innes.*] You state that these disagreeable consequences have been more apparent during the recent epidemic? Yes.

548. To what do you attribute that? Partly to the enormous demand for lymph, and to the, I may say, necessary use of lymph that would not have been used under ordinary circumstances.

549. Diseased lymph? No; lymph perhaps taken a little too late, taken when there was a little inflammation around the vesicle. Under all circumstances it should be made possible to follow the course I was recommending just now—you should have a large number of vaccinated children available on the seventh or eighth day, and only select the most healthy children, with the most complete vesicles on their arms, to take the lymph from. But the demand for lymph has, however, been so great lately, and so little preparation was in readiness, that I have no doubt the lymph has been taken from some in which every possible advantage was not present.

550. Do you think it is in any way attributable to any peculiar condition of the atmosphere? I cannot say. At one time so many of my arms showed an unfavourable appearance that I left off vaccinating for a short time, while the westerly winds were about. But that only amounts to a surmise on my part, and I took the precaution of stopping.

551. How long did you discontinue vaccination? About a fortnight; when there was then a fall of rain.

552. And then you resumed? Yes.

553. You have stated that the disease of small-pox could not be generated by any filth: do you think there is any possibility of it being generated by any germ of it being in the vaccine matter that is used? No.

554. We have had an opinion expressed to us that the materials for small-pox exist here in very great abundance by reason of the germs of it being in the vaccine matter repeatedly used? I scarcely know what is meant by that, because there can be very little doubt, I suppose, that vaccine lymph which was originally taken from the cow is actually the small-pox in the cow—it emanates from that—the cow has had small-pox originally; it has been passed through several generations, and that is the cow-pock.

555. You think the two diseases are identical? I believe so.

556. Is that the generally received opinion? Yes, and in these blue books you will find a series of experiments upon the subject, which can be published as an appendix to the report.

557. They tend to show that the two diseases are identical? I do not think there is any doubt about it.

558. Do you agree with the opinion that there is no such thing existing as the true Jennerian cow-pock-vaccine matter; the theory is that Dr. Jenner was unable to continue the supply of that, and was obliged to resort to the greasy heels of horses? The experiments conducted under the direction of the Local Government Board and others are to this effect: Lymph has been taken from the arms of carefully selected children in the National Vaccine Institution, and children have been vaccinated from those by an experienced physician. The same physician has, at the same time, been supplied with fresh tubes of animal lymph from the establishment which has the highest character for the cultivation of heifer lymph at Brussels, and he has vaccinated selected children from that for two or three generations down, and the resulting vesicles from the two kinds of lymph have then been compared side by side, the result being that the stock lymph of the National Vaccine Institution has produced, on the whole, the most even and regular results.

559. You do not quite answer the question as to whether it had its origin in the greasy heels of horses rather than in the pustules of the cow? But can I? I mean it would be going back so many generations. I only know that the gentlemen who have conducted these experiments have had a farm of heifers under their care for many months, that those heifers have been vaccinated and inoculated, and that all the lymph taken from them under the direction of the Local Government Board has been most carefully taken. Not only would it not I believe be taken in this instance from greasy heels, but I should judge, from the care with which the reports are made, that any animal having the slightest flaw or feverishness would be put aside at once.

560. How are those calves begun with inoculation—inoculation by vaccination? In one series of experiments they are inoculated with the lymph from small-pox patients.

561. From the vesicles of small-pox? Yes.

562. Not of vaccination? No. The calf lymph for sale and dissemination is derived from healthy heifers vaccinated from human lymph, or from cows suffering from the natural cow-pock; other heifers are inoculated with the small-pox, but that has been more experimental than otherwise.

563. Then in point of fact in vaccination the disease really is a modified form of small-pox? It is small-pox, in a modified form.

564. *Mr. Wisdom.*] Is that the prevailing opinion among medical men? I think so.

565. *Sir George Innes.*] Wherein does vaccination differ from inoculation by small-pox? In one case it has passed through the cow; in the other it has not. Jenner's great discovery consists in the fact that small-pox passed through the cow was converted into a much more mild disease, whereas small-pox inoculated from the human subject is nearly if not quite as infectious as small-pox itself; and for that reason it was made after a few years' trial illegal.

566. *Mr. Suttor.*] Though you say you are not only in favour of vaccination but of revaccination, would you vaccinate adults who have never been vaccinated? Yes, certainly.

567.

- A. Roberts, Esq.,
M.R.C.S.,
L.A.S.
567. You would vaccinate every person? I would.
568. *Sir Henry Parkes.*] You would leave with somebody a discretion as to vaccinating very old and feeble people? Most certainly, and also any child that was sick for the time being.
569. Then, in any law of compulsion, there must be a discretion deposited in the hands of somebody as to exceptions? Yes. I may say that the percentage of individuals—of children—not accounted for by the vaccine officers at Home amounts to about 5 per cent.; they are all vaccinated short of 5 per cent.
570. I think I understood you to say you would hand in certain authorities supporting the opinions you have expressed? I should be very happy to do so.
571. *Mr. Watson.*] Is vaccination a preventive of small-pox? I think almost positively so.
572. *Mr. Suttor.*] Then you do not believe that notwithstanding vaccination small-pox has increased, and its effects become more serious? Certainly not.
573. *Sir George Innes.*] Of course vaccination is not an absolute security from small-pox? Oh no, it is not.
574. Many persons have small-pox after being vaccinated? Oh yes, but almost always in a modified form.
575. *Sir Henry Parkes.*] It is the best safeguard known? Yes. Mrs. Garrard, a recent patient at Botany, was nursed by her husband; he was vaccinated a week ago, and has now got small-pox; the small-pox was probably taken into his system before the vaccination, but the attack has been a very mild one—it has been so much modified by the vaccination.
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APPENDIX.

[To Dr. Maclean's evidence.]

A.

L. H. J. Maclean, Esq., M.D., to The Colonial Secretary.

Dear Sir Henry,

26, Alberto Terrace, Darlinghurst, 16 September, 1881.

As the Cabinet when consulting me touched on the subject of "Vaccino-Syphilis," I have thought it but right to submit to them a paper written on the subject by me for the consideration of the Medical Section of the Royal Society of N. S. Wales. As you will see my intention was to push the Government to bring in a Bill in favour of compulsory vaccination, the paper had better be in your hands. I shall be happy to answer any questions that may require clearing up.

I omitted to state yesterday that the whole medical profession may be said to be unanimously in favour of compulsory vaccination; in fact, during the thirty years that I have been a member of it the only exception that I have heard of is Dr. Le Gay Breton, of this city.

I remain, &c.,

L. H. J. MACLEAN, M.D.

A 1.

VACCINO-SYPHILIS.

As a good deal has been written lately on the danger of transmitting syphilis through vaccination, I have thought it would be useful if a brief summary of cases bearing upon the subject was submitted for consideration to the members of the Medical section of the Royal Society of New South Wales, commencing first with a brief statement of the cases; 2nd. The proofs advanced in favour of transmission of disease through the vaccine virus; 3rd. The arguments against such transmission; 4th. An endeavour to arrive at a fair and just conclusion, either for or against; and lastly, my own personal views on a subject of paramount importance to us all.

To begin then:—The *Lancet*, in one of its numbers of 1861, startled the medical profession with the announcement, copied from an Italian Medical Journal, of syphilis conveyed by vaccine lymph to forty-six children. This is said to have occurred at Rivalta, in Piedmont, and authenticated by a letter to the *Lancet* by Dr. Tacchiotti. The child vaccinated was eleven months old, and in good health, from lymph forwarded in a tube from Acqui. Not on the seventh or eighth day, as in England or France, but on the tenth, forty-six children were vaccinated from this child, and ten days after these later operations seventeen other children were vaccinated from the lymph of one of the forty-six infants just mentioned. A committee was ordered to inquire into these cases, but declined to express any opinion on the subject. Tissam, of Milan, speaks of a boy whose father was suffering from secondary syphilis, having been vaccinated from a healthy child. From the vesicle of this boy fifty-six children were vaccinated, out of whom thirty-five were attacked in a few months, and had diseased their mothers. Lymph was taken from eight of these syphilitic children, and a second series of thirty-four vaccinated, and none of these thirty-four showed symptoms of venereal disease.

Lancereux, since 1862, has collected a number of cases—351—in which vaccination was performed with lymph supposed to be impregnated with syphilis. Out of this number 258 were attacked—ninety-three only escaping. It was probably owing to the publication of Lancereux's papers, and the above-mentioned cases in the *Lancet*, that induced Mr. Jonathan Hutchinson, the senior surgeon to the London Hospital, to study the question of syphilitic transmission in vaccine virus.

He has taken up the question very carefully, and I think we are justified in going somewhat into detail with reference to his cases.

In Mr. Hutchinson's first series, in 1871, twelve young adults were vaccinated from an apparently healthy child, in whom constitutional syphilis soon afterwards showed its appearance. Vaccination progressed satisfactorily in all, but in ten indurated chancres were developed at the seat of the punctures during the eighth week. Blood is supposed to have been mixed with the lymph in these cases.

In Mr. Hutchinson's second series the child showed only slight symptoms of inherited syphilis. Twenty-six persons were vaccinated from this child—nine out of this number, who were all children, were attacked, suspicious symptoms were observed in six others, and the remainder are supposed to have been unaffected.

In the third series, a typical case is given. This man was 46 years of age—twelve persons were vaccinated from the baby, including three of the patient's children, young adults. In these adults the result was negative; in fact all seem to have escaped with the exception of this man. The vaccinator said the child was in excellent health at the time. Mr. Hutchinson says he saw the child, and attached great importance to the sunken bridge of the nose and large forehead.

In the fourth series the typical case chosen was a lady of 45 years of age, who applied to him in December, 1872, for a vascular growth of the urethra. On examining the patient the remains of a copious dusky syphilitic rash were found. She stated having been very ill after vaccination, and having had a severe rash and inflammation of one eye, synechia being present in the left. The disease was probably syphilitic iritis. She was vaccinated in May, 1871, by four punctures, none of which took; just a month later one of them inflamed, and became a hard-edged ulcer, lasting three months. A number of others had previously been vaccinated from the same child, but had not been traced. The lady's two daughters were vaccinated, and escaped all contamination. She was apparently the last vaccinated. The vacciner and mother appeared in good health. During dentition, however, conglomerate sores were observed. It was the third child—all three living. The eldest, between six and seven, showed no signs of inherited taint; the second, a girl of five, had a large forehead—similar sores about the anus occurred in her, as in the vacciner—the vacciner had also a large forehead.

I will now proceed to the other side of the question. Up to the publication of these cases, vaccino-syphilis was an unknown quantity in the medical profession, proving how very rare these cases must be; and Mr. Hutchinson was found fault with for publishing them. Dr. Jenner, in his original work on vaccination, makes no allusion to the possible transmission of disease by vaccination. Dr. Walker, an ardent admirer of his, and one of the Fellows of the London College of Physicians, vaccinated in London, with his own hands, more than 100,000 children, and may have said to have died lancet in hand, as he was vaccinating three days before his death. No such cases were ever observed by him. Mr. George Cooper, when Mr. Hutchinson's paper was being discussed at the Royal Medico-Chirurgical Society, said he had been a public vaccinator for twenty-seven years, had vaccinated many thousands, but had never seen a case of syphilis after vaccination. Rollet, of Lyons, and others have vaccinated healthy people repeatedly from syphilitic children, and with a negative result. Dr. Leaton was of opinion that no vaccination syphilis existed in England.

From the cases which I have brought forward, I think we must acknowledge that it is possible to convey syphilis in impure vaccine lymph, although the Continental cases are very carelessly drawn up. Vaccinating the tenth day would inevitably lead to foreign material being introduced, and such a large number as forty-six or fifty-six from one vesicle would induce us to believe that the white or red corpuscles of the blood would be contained in the lymph. Again, vaccinating from one child to the other,

other, and the supposition that syphilis can be transmitted in this way before constitutional symptoms have shown themselves, ought I think to be rejected. Mr. Hutchinson's cases are carefully drawn up, and he inclines to the opinion that as long as the lymph is pure there is no danger. Mr. G. R. Lane, of St. George's Hospital, goes a little further, and thinks it is possible to transmit the poison from a pure vaccine vesicle—in other words, that the syphilitic virus, whatever it may be, is suspended in the fluid of the vaccine vesicle, irrespective of any blood taint.

The opinion of others is that if a vaccine vesicle is not injured or drained too much we are comparatively safe in vaccinating a limited number from it, but if secondary syphilis is lying dormant in the system the commotion excited by the vaccine virus will bring it into activity—that is, that vaccination will run its course in the majority of cases, and then that the usual symptoms of syphilitic poisoning will show themselves. I am inclined myself to side with Mr. Henry Lee, who supposes that there are certain periods of syphilitic activity, and that if at this time vaccination is properly performed, even with pure vaccine lymph, the inevitable results of venereal poisoning will follow. I think the irregularities or eccentricities of the cases can scarcely be explained in any other way. We have, however, enough in the above cases to prove to us that every precaution is necessary on our part, and that we cannot be too careful, both as to the state of the vaccinifer and the person to be vaccinated.

I have certified myself to the vaccination of some 60,000 children, and have never seen such cases as described by Mr. Hutchinson. If such cases had occurred in India, and the Inspector General had declined publishing them, a private circular would have been sent to us, putting us on our guard against the danger. Syphilis, too, is rife enough in India, and my hospital was always pretty well filled with cases of venereal in its different forms, and yet no cases of syphilitic poisoning from vaccination turned up. Again, if vaccinating adults from children is attended, as we have just seen, with lamentable results, how careful we ought to be in using adults as vaccinifers. My own experience, when a student, and afterwards as officiating Resident Medical Officer at the Royal Infirmary for Children in Lambeth, was that if congenital syphilis did not manifest itself before the third month we could depend with tolerable safety upon the vaccinifer, even if driven to vaccinate from it as a last alternative.

Cases of the kind we have been discussing are so very rare that since 1873 I can find no record of any new cases, and if they could be found at all would certainly be found in London with its teeming millions. We ought therefore not to be discouraged, but press the Government here to bring in a Bill in favour of compulsory vaccination.

Another thing which diminishes considerably our risk of syphilitic complications is that the experience of late years proves that vaccination is only necessary twice—in infancy and at puberty. Dr. Manning, the Inspector General of Lunatic Asylums for this Colony, attributes the large number of failures to the patients having been vaccinated in 1871, and in this I fully agree; and if revaccination were renewed in 1891 the same results would probably be recorded.

Although the relative merits of humanised lymph and animal lymph are perhaps foreign to my paper, I cannot refrain from saying that humanised lymph has a more powerful hold over the system than lymph direct from the cow—failures being far more frequent with the latter than with the former. This is attributed to want of skill on the part of the operators. Medical men in general practice have no time to devote themselves to acquiring greater skill than they now possess; and after all Dr. Cameron's objections to humanised lymph are theoretical, and only based on the principle that humanised lymph does not seem to possess such strong preservative power as formerly. Admitting it, other things may be at work to produce this—such as increased sickness, disease in an intensified form in our overcrowded cities, and other debilitating causes, which certainly render man more liable to disease than formerly. Dr. Peter Mere Latham was, and Sir Thomas Watson is, of opinion that disease has assumed during the last forty years an athenic type, general depletion being rarely had recourse to now; and Dr. Latham informed me himself that during the last years of his work at Bartholomew's Hospital his practice was less successful and the mortality greater.

In conclusion, let us never forget that we have a popular prejudice to meet, or rather to overcome, encouraged and fostered occasionally by members of our own profession, who condemn vaccination "in toto," notwithstanding the brilliant results lately published by Dr. Buchanan, the Medical Officer to the London Board of Health—results which prove to every unprejudiced mind how valuable vaccination is as a preventive against small-pox, and how wonderfully it modifies a disease that has been known as a scourge to the nations of the earth since the great Arabian physician, Rhazes, gave us the first authentic narrative of variola, in the year 900, and which, up to the time of the immortal Jenner, was looked upon as the hereditary curse of the human race, and an inheritance which neither time nor medicine could dissipate.

26 Alberto-terrace, Darlington,
13 September, 1881.

L. H. J. MACLEAN, M.D., M.R.C.P.L.

[To Dr. Renwick's evidence.]

B.

British Medical Journal, 18 June, 1881.

SMALL-POX AND VACCINATION.

IN a very able memorandum, presented to the President of the Local Government Board, and just published as a Parliamentary paper, Dr. Buchanan, the Medical Officer of the Board, gives some very striking figures which add a very strong additional proof—if this were needed—to the wealth of evidence that has accumulated as to the different degrees in which the vaccinated and unvaccinated suffer from small-pox. Dr. Buchanan's figures are for the fifty-two weeks which have elapsed since the Registrar-General began, in his weekly returns, systematically to record what he could learn about vaccination in the case of deaths registered in London from small-pox.

The facts about vaccination are stated in the case of not quite two-thirds of the deaths registered; they are not stated in the case of rather more than a third of the registered deaths. It is to be regretted that the latter proportion is so large. The great bulk of such cases had certainly been attended by medical practitioners; through whose omission to record the facts about vaccination room is left for dispute whether the proportion between the cases certified as vaccinated and not vaccinated would be altogether the same, if the "not stated" cases were taken into account. Dr. Buchanan proceeds on the assumption that the deaths among persons whose vaccination is not recorded (the "not stated" deaths) occurred among vaccinated and not vaccinated in the same proportion as the deaths of persons where the fact of vaccination was recorded; and he therefore sets aside the "not stated" deaths altogether; being satisfied, as any candid mind must be, that a fair approximation to the truth, about the comparative rates of small-pox deaths in vaccinated and unvaccinated, may be got from an examination of the deaths that are "certified" to have taken place in the one and in the other class respectively. The absolute death-rate of the year in the two classes respectively could not, of course, be measured unless the "not stated" class were included in the calculations.

Of people living in London at all ages, there died of small-pox during the fifty-two weeks included in Dr. Buchanan's tables, 1,532; and of these 325 are certified to have been vaccinated, and 637 not to have been vaccinated; while the facts about vaccination are not stated in the case of 570 of the deaths. Estimating the vaccinated as nineteen times more numerous than the unvaccinated, the present 3,810,000 inhabitants of London divide into a vaccinated class numbering 3,620,000, and an unvaccinated class numbering 190,000. Applying the mortality from small-pox at all ages during the last fifty-two weeks to these populations, the rate of small-pox mortality for the twelvemonth among the vaccinated class may be reckoned as 90 per million, and among the unvaccinated class 3,350 per million. During the same period 874 persons under 20 died of small-pox. Of these, 94 are known to have been vaccinated, 475 are known not to have been vaccinated; and the facts about vaccination are "not stated" in respect of the remaining 305. Dividing the estimated number of persons under the age of 20 now living in London, 1,535,000 appears as the number of the vaccinated class, and 105,000 as that of the unvaccinated. Thus the rate of small-pox mortality amongst these populations was, during the past twelvemonth, 61 per million amongst the vaccinated class, and 4,520 per million amongst the unvaccinated. Again, in the fifty-two weeks under review, there were in the London community 19 deaths among children under five certified to have been vaccinated, 244 deaths among children of that age certified not to have been vaccinated, and 138 deaths among such children whose vaccination is "not stated."

Dr. Buchanan estimates the vaccinated population of London under five years of age as 469,000 children, and 41,000 as probably not vaccinated; the latter number including children unsusceptible, unaccounted for, and the like, along with the children who are under the customary age for vaccination, and the unvaccinated children of people who have come up to London from the provinces. The rates of death from small-pox among these vaccinated and unvaccinated children last year appear, therefore, as 40½ per million among the vaccinated class, and 5,950 among the not vaccinated class. These figures appear much more striking when given in a tabular form, which we accordingly subjoin.

Comparative

Comparative Small-pox Death rates among Londoners Vaccinated and Unvaccinated respectively, for the fifty-two weeks ended May 29th, 1881.

	Death rate per million of the vaccinated class.	Death rate per million of the unvaccinated class.
All ages	90	3,350
Under 20 years	61	4,520
" 5 "	40½	5,950

From such figures Dr. Buchanan draws the following inferences.

1.—As no one suggests that the vaccinated and unvaccinated classes live under conditions differing from each other in their influence on small-pox, unless it be this one condition of vaccination, the vaccinated are much less liable to die of small-pox than the unvaccinated.

2.—Vaccination is not an absolute protection against small-pox; though he argues from the experience published by the Royal College of Surgeons in 1806, that no falling off in this respect has occurred since the early days of vaccination.

3.—The degree of protection, both actual and relative, afforded by vaccination, is greatest to people under five years of age; less when ages from birth to twenty years are examined; and still less when people of all ages are taken into the account. Thus Londoners can, by availing themselves of one average vaccination, diminish the chances of their children dying of small-pox in the proportion of 146 to 1 for the first five years of their life; and the same vaccination serves to lessen, in the proportion of 74 to 1, the chance of their being killed by the disease before they reach the age of twenty. After that age the vaccination in infancy is further reduced in its protective influence, for the difference in mortality from small-pox between the unvaccinated and the vaccinated class through the whole period of life is as 1 to 37, a protection incomplete indeed, but obviously important for everybody to possess.

Dr. Buchanan points out that the evidence as to the diminished potency of vaccination to prevent persons of later age dying of small-pox, shows strongly the need for repeating the operation as age advances; and he insists also upon the importance of the operation being thoroughly performed. Of course everything passing under the name of "vaccination" is not of the same avail as a protection against small-pox; and, even when vaccinated persons have contracted small-pox, it is known that those who are thoroughly well vaccinated have twenty-fold the advantage over those who have been very badly vaccinated, in respect of their chances of recovery. The Registrar General's returns have been content to place everything that could be spoken of as "vaccination," perfect and imperfect together, in the same category; but Dr. Buchanan reports that he is now engaged, with Dr. Stevens's assistance, in some inquiries into the relative protective influence of one and another sort of vaccination during the present small-pox epidemic in London, the results of which he proposes to report subsequently.

The publication of these statistics must be regarded as extremely opportune at the present moment, and the skill with which Dr. Buchanan has brought out their true meaning is deserving of the highest admiration. As he truly observes, however, these lessons are "nowise new, but they are taught afresh by to-day's experience among our own selves in London; and they would appear, therefore, to be worth bringing to the notice of people who are trusting to chance for the escape of their children and themselves from the distressing, disfiguring, and fatal disease of small-pox."

B 1.

SMALL-POX IN SCOTLAND.

IN view of the danger at present existing of the small-pox being widely disseminated in Scotland by importation from London and elsewhere, the Board of Supervision have issued an official memorandum regarding small-pox, in which they impress the value of Mr. Husband's suggestions. They add: "1. In the first place, that everyone should make sure that he is not mistaken in supposing himself to have been well vaccinated in infancy. 2. That the unvaccinated should be searched for, especially among the unsettled and migratory portion of the population, among whom chiefly the disease is likely to appear in the first instance. 3. That those who desire absolute security should get themselves revaccinated. 4. That infants should be vaccinated a few weeks, or even months, earlier than usual." The points of primary importance, requiring the attention of local authorities in their endeavours to check or stamp out the disease when it makes its appearance, are: 1. The general vaccination and revaccination of the population, by which means the number of persons liable to be attacked will be diminished; 2. The removal of all apparent or probable sources of insalubrity in the district, by which means the general health of the population will be promoted; 3 and 4. The early discovery of the first and each subsequent attack in the district, and the immediate isolation of the first and subsequent cases, by which means the local authority may hope to prevent the disease being communicated to others, and becoming epidemic in the district. These measures, however, will be of little avail, if they are only resorted to when the disease has actually appeared. If the local authorities are not prepared beforehand, they will then have to encounter panic, confusion, and the impossibility of effecting immediate isolation. The only true hope of safety lies in their being fully prepared, and in being able so to act, when the first case of the disease occurs, that it may not be disseminated throughout the population.

B 2.

VACCINATION AND SMALL-POX.

Sir,

To the Editor of the *Times*.

The mind of the public is evidently so much unsettled as to the "protective" influence of vaccination that I venture to think it may not be indisposed to listen to what can be said on the question by one who has watched its course for more than half a century, with scientific as well as philanthropic interest, and who claims as complete a freedom from professional prejudice as any outsider—his sympathies in this matter being, not with the "doctors" but with the public, whose welfare is, with him, not the primary, but the only consideration.

It happened that my attention was specially directed to the subject at the very commencement of my medical apprenticeship, in 1828, by the number of cases which then fell under my notice of total and irremediable deprivation of sight by small-pox during the first months of infancy, my master, Mr. J. B. Estlin, of Bristol, having a widespread reputation in the West of England and South Wales as an ophthalmic surgeon. Strict inquiry being made in every case as to previous vaccination, the reply was invariably negative. During the eight years of my attendance at Mr. Estlin's eye dispensary I must have seen at least a hundred such cases (I well remember reckoning the average at more than one a month), and not one of these occurred after vaccination.

It was impossible for me, therefore, to be otherwise than strongly impressed with its "protective" agency, and I took an active part, both while I remained a pupil and during the few years in which I practised my profession, in diffusing, without fee or reward, what I regarded as its unquestionable benefits. That these benefits have been latterly called in question is due (as it seems to me) to three causes—first, the entire ignorance of the present generation, save the few who have specially studied the medical history of the last century, as to the ravages of small-pox before the introduction of vaccination by Jenner at the beginning of the present; second, the exaggerated claim to complete protection originally advanced by the advocates of vaccination; and, third, the strangely illogical idea by which the anti-vaccinationists of the present time are possessed that what is not complete protection is no protection at all. To each of these points, therefore, I must address myself as briefly as possible:—

1. There can be no question of the congenital liability of almost every individual born into the world to be, once in his or her life, the subject of certain diseases known in medicine as the Exanthemata—measles, scarlatina, and whooping-cough; the cases being very rare in which persons exposed to the infection of these diseases during early life escaped being attacked by them. This is shown in the most remarkable way when the infection of anyone of them is conveyed to a community among which there are few or no persons who are "protected" by having previously been its subjects. It will be in the recollection of many of your readers that the Fiji Islands were thus ravaged by measles not many years ago. It is within my own knowledge that the population of the Faroe Islands, old and young, were similarly affected some years further back, scarcely any escaping,

escaping, save a few old people who had suffered in an epidemic 65 years previously, and the inhabitants of Suderoe, who kept themselves in a rigid quarantine. That small-pox belongs to this group of diseases, and that the congenital liability to it is at least as great as it is to measles, are amply proved by the medical records of the past century. That it was then quite exceptional for any one to reach middle age without having been the subject of small-pox is clearly shown by the arguments urged in favour of small-pox inoculation. Of the deaths among children under 10 years of age (a far higher percentage than now) it was estimated that half were due to small-pox; and of the total mortality of the country, deaths from small-pox were estimated at an average of 8 per cent. But the universality of the liability to small-pox was best shown by the ravages of its epidemics in communities not "protected" by a previous attack. Thus, in Iceland, whose isolated position kept it free during very long periods from epidemic invasion, its well-kept records show that in 1720 the introduction of small-pox caused the death in a few months of nearly one-fourth of its entire population; so that, according to the ordinary rate of mortality from the disease, almost every one must have been attacked by it. And the readers of Mr. Catlin's "North American Indians" will recollect the almost entire extermination of the tribe of "polite and friendly Mandans" by its fell ravages. The anti-vaccinationists have to show that the congenital liability to small-pox is less now than formerly, and to account for the broad fact that, though at least 19-20ths of our present population have never had the small-pox, even in its mildest form, the number of our teeming millions who suffer in the severest small-pox epidemics of modern times is a very small fraction of those who were affected by them in the corresponding period of the last century, when the population of England was scarcely a third of what it is now, and the great bulk of it was "protected" by having been previously small-poxed.

2. In the first days of vaccination it was affirmed, on the basis of a far too limited experience, that it afforded a complete protection against small-pox. This claim, however, was early negated by the occurrence of small-pox in persons who had undoubtedly been successfully vaccinated, but it was remarked that the disease was unusually mild in its type, the mortality being small, and disfigurement and blindness rare. Hence the term "modified" small-pox came into use as the designation of the type of the disease which generally (it was maintained almost invariably) presented itself in vaccinated subjects. But in process of time the advocates of vaccination were startled by the indisputable fact of the not rare occurrence of small-pox in its worst form among persons who had undoubtedly been thoroughly cow-poxed, and this, of course, was a severe blow to the believers in its efficacy. On careful inquiry, however, it proved that so large a proportion of such cases occurred among adults or adolescents that there was obvious ground for the belief that the protective effect of early vaccination had died out. The practice of revaccination was then introduced, and it was found that when performed on adults who had been vaccinated in early childhood so considerable a proportion took the cow-pox a second time as to indicate that its protective influence, whatever its nature, had expired. I may be allowed to quote my own case as an instance: Having myself been successfully vaccinated in infancy, I was revaccinated at the age of 11 or 12, but did not then take the cow-pox a second time. Having accidentally scratched myself with a charged lancet about 12 years afterwards, a very characteristic vesicle developed itself. The "protection," which the want of success of my first revaccination showed that I still enjoyed, had died out by the time I arrived at manhood, and I might have been attacked by small-pox when exposed as I was to its poison, but for the new protection I unintentionally gave myself.

Facts of this kind all tended to confirm the original belief of Jenner that cow-pox and small-pox are essentially the same diseases, the protection afforded by successful vaccination being just the same kind as that given by a first attack of small-pox. There can be no question that second attacks of small-pox did now and then occur in old times, just as second attacks of measles, scarlatina, &c., do now; and this especially when the first attack occurred in infancy or early childhood, as in the historical case of Louis XV. The fact seems to be alike in regard to cow-pox and small-pox, that whatever be the constitutional effect left by the first attack, the original liability is much more likely to be reproduced during the period of growth, when tissue-change is very active, than it is subsequently. And this obviously points to the importance of revaccination at or about the termination of that period, and to the probability that the protection it affords will then endure through life. How completely this scientific anticipation is borne out by experience is proved by the facts lately recorded in your columns as to the absolute immunity from small-pox enjoyed by the 1,000 nurses and attendants in the Asylums Board hospitals, who had undergone revaccination, although exposed to small-pox infection in its severest form; and the almost complete immunity enjoyed by the 10,000 employes in the Post Office, of whom a large number must have been in the way of catching the disease. The anti-vaccinationists have to meet these most cogent facts; which, to the scientific mind, carry the assured conviction that if it were possible to enforce, not only vaccination in infancy but revaccination at the age of, say 18, small-pox might be as completely exterminated from our islands as it had been from Malta, when my scientific visits to that island in 1870 and 1871 gave me the opportunity of inquiring from its medical authorities as to the effect of the compulsory vaccination long in force there. And it is to be remembered that this immunity cannot be attributed to the insular position of Malta, for it is, from its constant communication with every Mediterranean port, quite as liable as Great Britain to have zymotic poisons brought in from without. That small-pox still lingers among ourselves is thus plainly owing (1) to the persistence of an unvaccinated residuum; and (2) to the existence among the vaccinated of a certain proportion who (like those who in old times became the subjects of second attacks of small-pox) have acquired a renewed liability which revaccination would destroy.

That Jenner's view was correct, and that cow-pox is really small-pox modified by passing through the cow, was proved many years ago by the experiments of Mr. Ceeley, of Aylesbury, who succeeded in communicating true small-pox from a human patient to the cow by covering the latter with blankets taken from the former, and in reproducing cow-pox in the human subject by inoculation with lymph taken from the vesicles which appeared on the surface of the cow's skin. And it is not irrelevant to mention that analogous means of mitigating the severity of various animal plagues are now being sought out and put in practice by our most advanced pathologists with a success which led Professor Lister to express to the meeting of the British Medical Association last year confident expectation that like means will be found before long of substituting a mild, innocuous disorder for the severe and often fatal infections of measles and scarlatina.

3. On the utterly illogical argument of the anti-vaccinationists I need not waste many words. Suppose that Jenner had discovered that the eating some common wild herb, producing a slight temporary disorder, would afford the same "protection" against an attack of small-pox as the having once had that disease, say to the extent of 90 out of every 100, what would be thought of the mental capacity of the man who should refuse to make his children eat of that herb because it did not protect the 100? Suppose, further, that it was found by experience that the protection given by such eating died out during childhood, and that it could not only be renewed, but made almost absolute by the eating of the herb a second time at the age of 18, what should we think of the good sense of a young person who should neglect, still more should refuse, thus to obtain immunity for himself, and to prevent his becoming a source of danger to others? And, finally, to meet the objection which has been raised against vaccination, on the ground of the admitted, though extremely rare, transmission, with the vaccine lymph of some communicable poison which due care would prevent, I would ask whether it would be a sufficient reason to refrain from eating the protective herb that once in 50,000 cases injury had accrued from through some poisonous plant having been gathered with it, which due caution on the part of the gatherer would have eliminated? If the neglect of such caution were visited with severe penalties, I make no doubt that we should soon hear no more of its sad results.

I have, &c.,

WILLIAM B. CARPENTER, M.D., F.R.S.

B 3.

ADVANTAGES AND IMPORTANCE OF VACCINATION.

THE Central Board of Health in Melbourne, in a memorandum to the Chief Secretary, thus reports on the advantages and importance of vaccination:—

“Central Board of Health, Melbourne, June 21, 1880.

“The fallacies of those who are opposed to vaccination have been so frequently and thoroughly exposed that it is a matter of surprise that any intelligent person should at the present day be found to repeat them; and were it not for the mischief which is done to the cause of vaccination by the circulation of such fallacies amongst the ignorant and unreflecting part of the community, the Central Board of Health would consider it simply a loss of time to again refute them.

“In

"In view, however, of the statements lately made, it may be well to give the following facts:—

"1. As to the protection which vaccination affords against small-pox, on this point the evidence is simply overwhelming. Three distinct and very comprehensive investigations have been made in England—one by the Royal College of Physicians in London, eight years after vaccination had been adopted; another by the National Epidemiological Society of London in 1852-3, when an almost national poll was taken on the subject; and a third in 1857 by Dr. Simon, C.B., F.R.S., then Medical Officer to the Privy Council of the United Kingdom, when the opinions were taken, not only of the medical profession generally, but also of the members of the medical departments of the army and navy, together with the opinions of several foreign Governments; and speaking of these investigations Dr. Aitken says, "These 'polls' may be held as completely decisive of the question, really practically decided in the affirmative fifty years ago. From such evidence the inference is so inevitable that he who disputes it is equally unreasonable as he who opposes in like manner any proposition in Euclid."—('Practice of Medicine,' 3rd edition, 1864, p. 285.) Dr. Seaton, in his well-known 'Hand-book on Vaccination,' Dr. Marston, of the London Small-pox Hospital, and, in fact, a host of the highest medical authorities, are equally positive on this point, while there is not perhaps a single qualified medical man who has any doubts upon it. On the other hand, Dr. Simon says:—"Whosoever vaccination falls into neglect, small-pox tends to become again the same frightful pestilence it was in the days before Jenner's discovery;" and "whosoever vaccination is universally and properly performed, small-pox tends to be of as little effect as any extinct epidemic of the Middle Ages."

"2. As to the alleged danger of conveyance of other diseases, the evidence is all the other way, and indeed conclusive, that vaccination, when properly performed, does not, and in fact cannot, convey any disease but vaccinia. Talking for instance, of cutaneous and scrofulous or glandular diseases (the invaccination of which is most dreaded by the ill-informed), Dr. Seaton says, "No facts exist to prove, or even to render probable, their greater frequency among the vaccinated than amongst the unvaccinated of the same ages respectively; observation, indeed, tends to show that there is no such greater frequency."—(Handbook, p. 301.) Again 'Parental complaints of such communication arise, as Marson very justly states, from the unwillingness of parents to believe that there is anything wrong in their offspring, and, when other diseases follow, vaccination gets blamed for what is really and truly due to other causes.'—(P. 302.) Dr. Seaton, whose vaccination experience, as is well known, was most extensive, adds:—"I have never yet in a single instance found that the child from whom the lymph was taken was suffering from the disease it was said to have imparted."—(P. 302.) Dr. Marson, after vaccinating 60,000 cases, states that he had 'never seen other diseases communicated with the vaccine disease, nor did he believe in the popular reports that they were so communicated.'—*Seaton's Handbook*, p. 302.) Dr. Leese, whose vaccinations have been almost as numerous, says his experience was the same. Sir William Jenner, after six years' experience in the Hospital for Sick Children, during which he met upwards of 13,000 cases, adults and children, states that in no case had he reason to believe, or even to suspect, that any constitutional taint had been conveyed from one person to another by vaccination. Dr. West, after 15 years' experience, and attending 26,000 infants and children says the same. Professor Paget, with his large experience among children in the out-patients' room at St. Bartholomew's, gives like testimony. Similarly as to syphilis, as to the possible conveyance of which disease by vaccination there is also a large amount of ignorant apprehension. Neither Drs. Marson nor Leese, with their immense vaccination experience, 'ever met with anything to countenance the belief that vaccine lymph had on any occasion been the vehicle of conveying syphilitic infection.' Mr. Tomkine, inspector of vaccination, of the National Vaccination Establishment, who has himself vaccinated upwards of 50,000 cases, states he never heard of a case. In fact, the possibility of conveying syphilis by vaccination has been tried by actual experiment and on a large scale on the Continent, where several cases were vaccinated with lymph purposely taken from syphilitic subjects, the result being that in no case was any syphilitic taint conveyed. Indeed an illustrative case occurred some years ago in this colony, where a child was vaccinated with lymph taken by mistake from an infant whose mother was described as 'one mass of syphilis.' The vaccinator watched the vaccinated child closely for five years, and it never showed the slightest sign of syphilitic infection. The fact really is, as all educated medical men well know, that it is physiologically impossible that syphilis can be conveyed by vaccination properly performed. The Central Board of Health are of course aware that the statement is frequently made that syphilis is so conveyed, but a solution of the difficulty is given by the chairman of the National Health Society of Great Britain, who says, 'Parents have obvious self-interested motives in ascribing the appearance of this disease to vaccination.'

"3. Alleged superiority of lymph direct from the cow. On this point it will be sufficient to say—1. That although there is at present some agitation in England for such an alteration of the law as will make it optional to use lymph taken direct from the cow, the movement is very far from being likely to be successful, the president of the Local Government Board having the other day informed a deputation on the subject that the proposed innovation would not receive his support, as it would utterly disorganize existing vaccination arrangements, which are found to work satisfactorily, and by means of which the population of the country is protected against the horrors of small-pox. 2. To those who know anything of the subject it is needless to repeat the arguments by which it has been proved over and over again that the lymph now in use is as active as it was in the days of Jenner, and that it has lost nothing whatever by its repeated transmission through the human body. In fact, as is observed by a recent writer in the *Lancet*, to say that the effectiveness of lymph necessarily diminishes with each such transmission is about as logical as it would be to argue that the procreative powers of the human race have necessarily decreased since the days of Adam."

"The Central Board of Health desire to remind all concerned, that it is owing to the fact that the people of this colony are so thoroughly protected by vaccination that we have been enabled so rapidly to stamp out small-pox each time it has made its appearance here. Any moment we may have it again from our now frequent communication with India, where, by the way, small-pox kills 100,000 people annually; and were vaccination discontinued or neglected for a few years, it is only too certain how fearful would be the ravages which the next invasion of the disease would make in this colony. Surely those who are advocating a cessation of vaccination here are ignorant of, or have forgotten, what a frightful and loathsome disease it protects us from, and that in England alone it is estimated that 57,000 lives are annually saved by vaccination, to say nothing of the thousands who are also saved from frightful disfigurement or loss of sight and hearing.

"The Board desire, in conclusion, to protest in the strongest possible manner against any such suicidal action as a repeal of the law which, by making vaccination compulsory, gives the people of the colony an assured protection against one of the most horrible scourges to which the human race is liable.

"By order of the Board,

T. R. WILSON, Secretary."

[To Dr. Evans' evidence.]

C.

STATISTICAL Evidence of the different degrees in which persons vaccinated in different ways will be safe against Death by Small-pox, if they should happen afterwards to contract this disease.

The table is founded on information given to the Medical Officer of the Local Government Board by Mr. Marson, Surgeon of the Small-pox Hospital, as the result of his observations made during 25 years in nearly 6,000 cases of post vaccinal small-pox.

Cases of Small-pox, classified according to the vaccination marks borne by each patient respectively.	Number of deaths per cent. in each class respectively.
1. Stated to have been vaccinated, but having <i>no</i> cicatrix	21½
2. Having <i>one</i> vaccine cicatrix*	7½
3. Having <i>two</i> vaccine cicatrices†	4½
4. Having <i>three</i> vaccine cicatrices	1½
5. Having <i>four or more</i> vaccine cicatrices	½
Unvaccinated	35½

* Among cases in which the one cicatrix was *well marked*, the death-rate was 4½. Among cases in which it was *badly marked*, the death-rate was 12.

† Among cases in which the two cicatrices were *well marked*, the death-rate was 2½. Among cases in which they were *badly marked*, it was 7½.

C 1.

TABLE showing the ages at which the deaths from Small-pox occurred in England during the six years 1856—61.

Age.	1856.	1857.	1858.	1859.	1860.	1861.	Total for the six Years.
Under 1 year of age	544	972	1,525	990	649	330	5,010
Between 1 and 2 years of age	236	483	751	447	323	153	2,393
Between 2 and 3 years of age	174	343	557	352	237	98	1,761
Between 3 and 4 years of age	177	267	435	264	201	73	1,417
Between 4 and 5 years of age	168	270	317	194	134	69	1,152
Total under 5 years	1,299	2,335	3,585	2,247	1,544	723	11,733
Between 5 and 10 years of age	272	638	1,113	478	307	140	2,948
Between 10 and 15 years of age	88	120	248	169	113	60	798
Between 15 and 25 years of age	298	363	677	440	327	161	2,266
Between 25 and 35 years of age	161	260	490	263	236	100	1,510
Above 35 years of age	159	220	347	251	222	136	1,335
At all ages... ..	2,277	3,936	6,460	3,848	2,749	1,320	20,590

C 2.

THE TRUTH ABOUT VACCINATION.

"From the *Sanitary Review*, 15 May, 1881."

IN view of the extreme state of anxiety which now prevails in the metropolis with regard to the alarming spread of small-pox, and in view, also, of the difficulties experienced, through the Hampstead Hospital decision, in securing the isolation of the sufferers, the National Health Society must be held to have performed a great public service in drawing up and circulating a pamphlet, giving, in a plain and concise form, the real facts as to the value of vaccination as a protection against the now raging epidemic. The pamphlet, which this always practical and useful Society has prepared, has been so much approved by the Local Government Board that they have had it revised by their own officials, so that it may now be regarded as an official publication on the subject of which it treats. The Whitehall Board have further assented to the distribution of the pamphlet, from house to house, in the Poplar Union, by officers specially appointed by the Local Guardians for this purpose, and have sanctioned the payment, out of the Metropolitan Common Poor Fund, of the expenses incidental to this distribution. It would certainly be an advantage if the truth about vaccination could be brought home to the half-educated, self-sufficient classes of persons who are so easily swayed by noisy clamour about the liberty of the subject to neglect the vaccination of their children, and so render them fit subjects for an attack of small-pox. It must be difficult, indeed, for any unbiassed person to rise from a perusal of the National Health Society's pamphlet without being disabused of any lingering prejudices against vaccination. All the statements in it have received the official approval of the Local Government Board, so that there can be no possible doubt as to their authenticity. The pamphlet commences with a description of the extreme fatality of small-pox in its natural state, shows the groundlessness of the alleged injuries from vaccination, and of the alleged inoculation of a foul disease, contrasts the small-pox mortality in bygone generations with the mortality since vaccination became general and since it became compulsory, proves that the liability to attack, and the severity of attack, is in direct inverse proportion to the thoroughness of the vaccination, and insists upon the importance of every child being vaccinated thoroughly and being revaccinated at the age of puberty. The pamphlet is throughout couched in simple yet striking language, and its publication and circulation ought to do much good to encourage vaccination amongst the classes who now so greatly neglect it.

[To Dr. Cox's evidence.]

D.

SUMMARY OF CONCLUSIONS.

1. Small-pox in its natural state is one of the most loathsome and terrible of human diseases, attacking a whole population indiscriminately, and killing a very large proportion of those it attacks.
2. Those who recover remain for life disfigured by scars and pittings, are left consumptive, weakly, or maimed, and may either totally or partially lose their sight or hearing.
3. The characters of small-pox, when uncontrolled by vaccination, still remain the same, as is evidenced by the present mortality from it amongst unvaccinated persons.
4. Vaccination, without endangering the life of the individual submitted to it, and without diffusing any infection, entirely and permanently exhausts the susceptibility to small-pox in the vast majority of those in whom it has been properly performed.
5. The objections raised to vaccination have no foundation in fact, and are disproved by the whole of the evidence on the subject.
6. There are absolutely no grounds for the statement that vaccination introduces the matter of diseased animals and children into the blood of healthy children, or that vaccination is mainly derived from small-pox inoculation of calves and heifers, or that vaccination breaks the law forbidding inoculation. The lymph used in vaccination is the product of the vaccine disease, and cannot of itself produce any other disease.
7. The whole current of medical opinion is against the hypothesis that vaccination renders persons more liable to other diseases than small-pox, or that it communicates other diseases; and this has been indorsed by a Committee of the House of Commons, after a most patient hearing of the anti-vaccinators. The increase of deaths from particular causes is in all probability due to the greater precision in the diagnosis and certification of fatal diseases, rather than to their actual greater fatality.
8. No case of syphilis caused by vaccination has ever been discovered by the Medical Department of the State during the twenty years that it has supervised the vaccination of the kingdom. Parents have obvious self-interested motives in ascribing the appearance of this disease in their children to the results of vaccination.
9. The danger, if there be any at all, of communicating in a properly performed vaccination any other infection than vaccinia, is so infinitesimally small that for all practical purposes it may be regarded as non-existent.
10. The small-pox death-rate has been greatly diminished since the introduction of compulsory vaccination. The small-pox fatality in England and Wales has declined, since the passing of the first compulsory Vaccination Act, to less than one-half of that recorded before the passing of that Act.
11. In every epidemic of small-pox the proportion of unvaccinated persons attacked (relatively to their numbers) is very much larger than the proportion of vaccinated persons attacked. The number of attacks of persons efficiently vaccinated and successfully revaccinated is extremely small.
12. The degree of severity which post-vaccinal small-pox may manifest is chiefly determined by the perfection of character and the sufficiency of amount of the vaccination that has been performed. Even when the vaccination has been most imperfect, leaving but a single mark of indifferent character, the disease is still in most instances modified in its course, and is not fatal in one-third the proportion of cases in which natural small-pox is fatal.

13. When the vaccination has been done in the best-known manner the modification is so general and so great that the proportion of deaths to attacks is scarcely more than one-seventieth part of that which occurs in the natural disease.

14. In cases where the vaccination in early life has been but imperfectly performed, or has been from any other cause but imperfectly successful, the protection against small-pox neither lasts so long nor, while it lasts, is nearly so complete as the protection which first-rate vaccination gives. It is therefore advisable and prudent that all persons who have been vaccinated in infancy should, as they approach adult life, undergo revaccination.

15. Revaccination, once properly and successfully performed, does not appear ever to require repetition, and is an almost absolute protection against small-pox. By universal revaccination small-pox has been virtually stamped out of the army and navy.

16. A strict enforcement of vaccination in early infancy, and a general system of revaccination at puberty, with scrupulous care as to the complete and perfect performance of the operation, would reduce to an insignificant fraction of its present amount the still considerable small-pox mortality of this kingdom.

[To Dr. Fortescue's evidence.]

E.

ZIEMSSSEN'S CYCLOPÆDIA OF MEDICINE, 1875.—ARTICLE "SMALL-POX," CURSCHMANN.

A WEAPON of defence against the scourge of small-pox so powerful as vaccination should not be left to the pleasure of the individual, but the State has the right and the duty to look after its most thorough performance. As in other spheres, where for the attainment of a result perfect co-operation is requisite, so our experience in regard to vaccination teaches that instruction and admonition alone are almost powerless in the struggle against negligence, deficient sense of duty, and evil disposition which oppose this useful measure at every step. Those acquainted with the subject therefore have long since been of the opinion that to the attainment of the desired end *legal compulsion* is absolutely necessary. The authority of the State to effect this is unquestionable in the minds of those free from prejudice for the effectiveness of the method is beyond all doubt. Indeed, even since vaccination has been very imperfectly employed against the decimating plague, the average length of life has undergone an evident increase. Compulsion is furthermore justifiable on the ground that a certainty of success is impossible so long as a few individuals are not subjected to the operation, since from the extraordinary contagiousness of small-pox these become conveyers and diffusers of the poison. Even if vaccination were to be considered in the light of a sacrifice, the State might *under certain circumstances* demand this from the few in the interest of the community, and upon this basis rest a large number of State institutions. But even the selfish pretext that vaccination is injurious becomes, as we have seen, so far untenable as the great number of the formerly accepted dangers of vaccination have been shown to be wholly imaginary, and the *unquestionable harm which only rarely occurs can be certainly avoided by means of caution and experience.*

[To Mr. A. Roberts' evidence.]

F.

THE following extracts have been selected from the latest work on "Health," by Dr. W. H. Corfield, Professor of Hygiene, at University College, London, and from some of the reports of the Medical Officer of the Privy Council and Local Government Board from 1858 to the present time.

They are intended to illustrate, in some degree, the development and progress of compulsory vaccination in Great Britain, as well as the difficulties encountered in bringing the system to its present position.

An attempt was first made to classify them according to the various subjects, but it was found to be more desirable to arrange them in the order of their dates.

THE FOLLOWING ARE FROM PROFESSOR CORFIELD'S WORK:—

Fatality of Small-pox.

In the last century, in England, there were thirty-four decided epidemics of small-pox, or about one every three years; and during that time there were five severe epidemics. You will understand what I mean by severe epidemics when I tell you that they caused more than 150 out of every thousand deaths from all causes, an enormous percentage.

So far from decreasing towards the end of last century, as has been stated, the most fatal year of small-pox in England was the year 1796, in which year no less than 184 persons out of every 1,000 died from small-pox, and the five severe epidemics all occurred during the last half of the century: so you see that at the end of last century small-pox was not decreasing. On an average during the last century it caused in England one death out of every twelve from all causes, and it killed about one out of every five it attacked. It was a disease especially fatal to children. Like scarlet fever, measles, whooping-cough, and diphtheria, it was far more fatal to children than to adults. It is calculated that it caused half the deaths of children under ten years of age. Dr. Guy says, speaking of the statistics of this disease, "If I read the figures aright they point to a disease always specially greedy of the blood of children, but sometimes feasting upon them to repletion, and then waiting with cruel patience till the lapse of time had provided a fresh repast."

Progress of Legislation and Statistics—Vaccination.

A pamphlet was published of experiments made by various medical men, and a law passed making vaccination gratuitous, but not obligatory; this, I think, was in 1844; and in 1853 vaccination of infants, before they were three months old, was made compulsory. The result of this, up to the year 1860, was published for us by the report on the Small-pox and Vaccination Committee of the Epidemiological Society. The average annual number of deaths in England from small-pox during the three years before the vaccination laws was 11,944, the average annual number of deaths in England during nine years while vaccination was gratuitous but not compulsory was 5,221, the average annual number of deaths in the third period, from 1853 to 1860, when vaccination was compulsory, was 3,234.

Mr. Simon calculated some time ago that the death rate at that time among unvaccinated people varied from 14½ per cent. of those attacked to 53½ per cent., and the death-rate of vaccinated people varied from ½ per cent. to 12½ per cent.; and Mr. Marson, who was for many years resident-surgeon in the small-pox hospital, says that the average death-rate among vaccinated people was about 5½ per cent. of those attacked.

Suppose I put it in this way then: I told you, you will remember, that in 1796 the small-pox caused 184 deaths out of every 1,000 deaths from all causes. Suppose we take fifty years at a time, from 1750 to 1800 there were ninety-six deaths from small-pox out of every 1,000 deaths; from 1800 to 1850, including part of the inoculation period and part of the gratuitous vaccination period, there were thirty-five deaths out of every 1,000; from 1850 to 1860, when vaccination had become compulsory, there were but eleven deaths out of every 1,000.

A few more figures. In 1853, before the compulsory law was passed, a return was presented to Parliament showing the mortality from small-pox in various places in the United Kingdom where vaccination was practised among people sufficiently educated to avail themselves of it while it was gratuitous but not compulsory, and showing at the same time the mortality in various countries abroad where vaccination was directly or indirectly compelled. It showed in London sixteen deaths out of every 1,000; Glasgow, thirty-six; Connaught, sixty; Edinburgh, nineteen to twenty; Limerick, forty-one; all Ireland, forty-nine; and in England and Wales, twenty-two; the smallest number thus being in London. These were the number of deaths which occurred in England when it was proposed to make vaccination compulsory. The largest return that was given from abroad, in countries where vaccination was directly or indirectly compulsory, was for Saxony, viz., 8½. Several countries abroad had been much before us in this matter—we do things slowly but surely—but many countries had turned vaccination to use, and the numbers vary downwards, through Westphalia, 6; Bavaria, 4; Sweden, 2·7; Venice, a little over two; Bohemia and Lombardy, 2; so that at that time, in 1853, before our compulsory Act was passed, there were actually countries in Europe where the number of deaths from small-pox was reduced to two out of every 1,000 deaths from all causes. I mention this to show you that there was sufficient reason at the time for the passing of the Compulsory Vaccination Act. Dr. Jenner himself believed that by vaccination small-pox could be stamped out, and he was one of the few discoverers who lived to see, to a very great extent, the fruit of his discovery and its value recognised. It

It was then clearly shown by Jenner himself that when cow-pox was inoculated into a human being, that person was not susceptible to small-pox either by inoculation or by exposure to the poison; and there is no instance of a vaccinated person getting small-pox until about fifteen years after vaccination was first introduced, but about that time there gradually came to be instances of vaccinated people getting small-pox. And so it came to be seen that a certain number of years after being vaccinated people required to be vaccinated again, and for a long time there were a lot of very strange ideas afloat, such as that we required to be vaccinated once in every seven years. But to make a long matter short, I may tell you at once that the fact is that after infant vaccination people only require to be vaccinated once again at about the age of 15 or 16. I must give you one or two instances showing the results of vaccination and of revaccination. Dr. Balfour tells us that after vaccination was made compulsory in the army and navy, in the dragoon regiments and guards with 44,611 men, between 1817 and 1836, out of 627 deaths only three were from small-pox. In the regiment at Gibraltar, of the same strength, out of nearly 1,300 deaths only one was from small-pox. There are plenty of instances on record where troops subjected to compulsory revaccination were completely protected from small-pox—did not in fact have a case of small-pox among them—while the natives died by hundreds from that disease. Now Malta gives an excellent example of the protection of revaccination. During the twenty-one years from 1818 to 1838, the British troops, numbering 40,826, only lost 2 men by small-pox. In 1830, in Malta itself, one in every twelve persons was attacked by small-pox, and one out of every eighty-five persons in the island died; but among the military, including wives and children, only one out of every 188 was attacked, and only one out of every 682 died of it. The Bavarian army, too, gives a remarkable example of the power of revaccination. From 1843 to 1857, fourteen years, there was not a single case of unmodified small-pox in the army, nor a single death from small-pox. The nurses in small-pox hospitals also give proof of the power of revaccination. Mr. Marson, in his evidence some years ago, tells us that during an experience of thirty-six years of the London Small-pox Hospital, he has never had a case of a nurse having small-pox, because he revaccinated them all within three days of their arrival. During the last epidemic, out of the number of nurses in attendance, amounting sometimes to 300, there was scarcely any case of small-pox, and the few that occurred were cases of nurses or attendants who through the hurry of business had not been revaccinated.

Revaccination.

It has been quite clearly shown that people can be vaccinated well and badly; that good or bad vaccination depends upon the number and kind of marks produced. Mr. Simon showed this some years ago by computation from statistics of the London Small-pox Hospital for twenty-five years. He showed that the mortality from small-pox among vaccinated people varied from less than one in 100; and among the people who died were some who, though stated to have been vaccinated, had no marks at all.

I will just rapidly read the figures:—

	Died per cent
Of persons vaccinated, but having no marks.....	21 to 22
" " and having one mark.....	7½
" " " two marks, a little over.....	4
" " " three " 	1½
" " " four " less than.....	1

A few words about the last epidemic in London in 1870-72.

This epidemic was exceedingly virulent, and extremely fatal. From a paper read by Dr. Grieve before the Epidemiological Society upon "Small-pox," I find that the rate of mortality among all the cases treated at the Hamstead Small-pox Hospital, was between 19 and 20 per cent.; that is a very high percentage. There came to that hospital 6,221 people during the epidemic, and it was found that of unvaccinated people over 51 per cent. died, and of vaccinated people only 11·4 per cent. It was also shown that the mortality among vaccinated people depended upon the number of scars they had. Vaccination is not considered to be efficiently performed unless at least two marks are produced; and if four good marks are produced the person may be considered, practically speaking, to be protected from small-pox until the age of 12 or 15.

Now among these 6,221 cases that came into the Small-pox Hospital only three cases presented proofs of revaccination, and these were mild cases. Experience thus shows quite clearly that cases of small-pox after revaccination are rare, and much less severe.

During that same epidemic, taking all the hospitals together, there were about 14,000 cases treated in London, and out of these 14,000 there were only four that showed proof of revaccination, and these were all mild cases.

I will just take the instance of people under 15. Out of 3,085 consecutive cases in the Homerton and Stockwell Hospitals the mortality among those under 15 who were unvaccinated was 41 per cent., the mortality among those who had bad vaccination marks was 12 per cent., and the mortality among those who had only one vaccination mark was only 1½ per cent.; and to crown all, 277 cases under 15 years of age had two or more good marks, and there was not a death amongst them.

A word or two about the epidemic that we have at present. In 1876, 735 people died from small-pox in London. Of these some are reported as vaccinated, some as unvaccinated, and some of the certificates give no information. So that there may be no misunderstanding I will not take that whole number, because it includes doubtful cases. I will take the 338 who died in hospitals, as we know of those whether they were vaccinated or not. Out of this number 204 had not been vaccinated, and 134 had been; that is to say, 60 per cent. had not been vaccinated, while 40 per cent. had been; in other words there were 20 per cent. more deaths among the unvaccinated than among the vaccinated people in the small-pox hospitals of London, although the vaccinated people in London are about nine times as numerous as the unvaccinated. Now we will take the completed cases in the hospitals, that is, cases either cured or in which death ensued. There were 1,377 cases, 1,018 vaccinated, and 359 unvaccinated of the 1,018, 134 died, and of the 359, 204 died; from which we see that a little over 13 per cent. of vaccinated people died, and nearly 57 per cent. of unvaccinated; that is the experience of 1876.

Summary.

It is thus clearly demonstrated how vaccination has thrown the *agis* of protection over the world; and how ample, how great, and how efficient that protection may be. It has been shown to diminish mortality generally, and the mortality from small-pox in particular both in civil and in military life, at home and abroad, and just in proportion as it is *efficiently* performed. It has been shown to diminish the epidemic influence; it has been shown to preserve the good looks of the people; it has been shown that it tends to render small-pox a mild disease compared with the same disease in the unprotected; it confers an almost absolute security against death from small-pox; and lastly, it has been shown to exercise a protecting influence over the health of the community generally. On the other hand, it is no less amply proven that "wheresoever vaccination falls into neglect, small-pox tends to become again the same frightful pestilence it was in the days before Jenner's discovery; that wheresoever vaccination is universally and properly performed, small-pox tends to be of as little effect as any extinct epidemic of the middle ages.—(SIMON.)"

Disease from Vaccination.

Dr. Ferguson says—"Vaccination does not communicate other diseases. Mr. Marson has vaccinated 50,000 times and has never known of such communication. Sir William Jenner, Sir James Paget, and Dr. West of the Children's Hospital, Ormond-street, London, all testify to the same fact, and Dr. West during seventeen years had 26,000 children under his care from whom to draw conclusions." On the other hand, it is quite certain that there have been one or two exceedingly rare cases where persons have not been properly vaccinated and bad results have followed; this has been shown by a man who is a very strong advocate of vaccination himself, Mr. Jonathan Hutchinson.

I am glad to find that this matter has been lately investigated by a board of guardians in a part of country which has been noted for its opposition to vaccination. I will read you the account given in the *London Government Chronicle* of April 14th, 1877.

"SKIPTON--VACCINATION INQUIRY.—In consequence of assertions made by the anti-vaccination agitators of this part of Yorkshire, the Skipton Board of Guardians, about two months ago appointed a committee, composed partly of guardians opposed to vaccination, to inquire into certain alleged cases of injury from vaccination, which the opposing party of the Board were in the habit of referring to as an argument against vaccination. After much deliberation the members of the committee have drawn up a report in which they state the result of their investigation. To facilitate the investigation, advertisements were inserted in the local papers, asking individuals for information of supposed injury from vaccination. In reply thirteen cases were adduced, but the report states that they were greatly exaggerated, and the majority of them were reported by persons

persons not related to the sufferers. Except in one case of rash, in respect of which the physician consulted could not positively say that all the symptoms were owing to vaccination, the committee have come to the conclusion that no person reported to them has suffered in consequence of vaccination. Four cases looked very strong from the reports, but upon investigation it was found that in two instances the ailment was not complained of until two years after revaccination; and it was proved, by communications from the medical men who had attended the cases, that the illness had nothing whatever to do with vaccination, but appeared to be hereditary."

THE FOLLOWING ARE FROM THE REPORTS OF THE MEDICAL OFFICER OF THE PRIVY COUNCIL AND LOCAL GOVERNMENT BOARD:—

Object of National Vaccine Establishment.

It may be convenient to your Lordships that, before describing the nature of this change, I give an outline of the objects, constitution, and recent history of the establishment.

The original object of establishing the National Vaccine Institution (as declared in Parliament in 1808, by those who promoted its first institution) was to forward the general adoption of vaccination throughout the empire, by giving to the practice the public countenance and support of Government. To most persons of intelligence the results of experience, both at home and abroad, appeared, even at that time, decisive of the great advantages of vaccination; but whether or no it were infallible, as a preventive of small-pox, was a question still involved in uncertainty. In order, therefore, to ascertain with precision the facts by which those doubts might be dispelled, to conduct such investigations under the eye of the public, and to insure accuracy to the publication of the results when ascertained, it was proposed that all cases of reputed failure should be referred to the Board. The Board were also to organize and set in action a central institution, for carrying on in London, under their own immediate superintendence, the practice of vaccination, and for distributing vaccine lymph to every part of the empire. (1858.)

Importance of good Lymph.

"It will be obvious to your Lordships that, if the primary object of the National Vaccine Establishment had been to provide public vaccination, there was now no reason why it should continue to exist. But, in fact, its performance of public vaccination had no other meaning or importance than that the establishment might thus be enabled to fulfil what had become its one essential function—the function of maintaining and distributing a supply of authenticated vaccine lymph. And this duty had become of even increased importance; for with the minute subdivision of vaccination districts, and with other unfortunate accidents of the new system, it appeared certain that local supplies of lymph would, generally speaking, not be maintained long in an efficient state, and consequently that well-organized central arrangements for the collection and distribution of lymph were absolutely indispensable to the country. (1858.)

Importance of large Vaccinating Stations, and care.

In the first place well-frequented stations could alone be thus available. In order to keep up a mere succession of normal vaccine vesicles at any single station it is requisite that vaccinated subjects returning for eighth-day inspection should habitually be numerous enough for ample selection to be exercised among them as to the taking of lymph; and much more, of course, is this necessary, if the succession is to be so abundant as to furnish an excess of lymph in aid of other vaccinating stations. England contains dozens of large towns which might reasonably be expected to contain stations of sufficient magnitude for the purpose; but in many of these instances (and important metropolitan parishes are cases in point) the public vaccination is parcelled out among so many vaccinators, that perhaps not one station can conveniently be looked to for lymph. Again, very strict scrupulousness—almost fastidiousness, in everything which concerns the performance of vaccination and the watching of its results—must be claimed from persons who would supply lymph for the Public Service; for any mischief herein resulting from slovenly practice may not only be irremediable in some one particular case but may ramify injurious results among large numbers of sufferers. (1858.)

Education in Vaccination.

In the second place, it makes a commencement towards what may hereafter, with much advantage to the public, fill a present want in medical education. For hitherto it has been the case that neither the ordinary schools of medicine have had means of practically teaching vaccination, nor have any of the public vaccinating stations been opened as public schools for the purpose. Consequently many a medical student has completed his studies without having had any convenient opportunity of learning to vaccinate; and although the mere manipulation with the lancet scarcely requires special study, yet to know well the results of vaccination, especially to know well and practically the characters of a vesicle from which it is proper to take lymph, does require some little attentive and accurate observation. It has therefore often been wished that some well-frequented vaccinating stations, situated in those large towns where medical schools exist, could be available for educational purposes. To connect such stations with the National Vaccine Board by making them superintend contributories of lymph (as is now done in the case of Manchester) is a first step towards giving them that special position and guaranteed character which would suggest their being recognized as national schools of vaccination. (1858.)

Instructions for Vaccinators.

- (1.) Except there be immediate danger of small-pox, vaccinate only subjects who are in good health. Satisfy yourself that there is not any eruption behind the ears, or elsewhere on the skin; nor, even in an incipient stage, any irritation from teething. Under no circumstances vaccinate a subject who is seriously ill, or probably under the incubation of measles or scarlet fever. Do not revaccinate persons who in infancy have been efficiently vaccinated, unless they be more than 15 years of age, or, if during any immediate danger of small-pox, more than 12 years of age.
- (2.) Wherever there are proper means of doing so, vaccinate directly from the vesicle of a previous subject. Moist lymph, conveyed from case to case in a vial, or in other like manner, must not be used for vaccinating later than 18 hours (or, in very hot weather, 12 hours) after it has been taken from its source.
- (3.) Vaccinate by four or five separate punctures, so as to produce four or five separate good-sized vesicles; or, if you vaccinate otherwise than by separate punctures, take care to produce local effects equal to those just mentioned.
- (4.) Take lymph only from children who are in perfect health. Especially satisfy yourself as to their freedom from eruption on the skin.
- (5.) Take lymph only from perfectly normal vesicles, and not later than the day week after vaccination. Except on emergency, do not take from any one average vaccine vesicle more lymph than will suffice for the immediate vaccination of five subjects, or for the charging of five ivory points. Do not take lymph from cases of revaccination.
- (6.) Register the results of vaccination only after having inspected the cases. Register as "successful" no case of primary vaccination, unless the course of the vesicle have been strictly regular, according to the subjoined description, A. Register as "successful" no case of revaccination unless either the regular vaccine vesicle have ensued, or the results have been normally modified, according to the subjoined description B.
- (7.) Use every proper care and exertion to maintain at your vaccinating station the means of vaccinating successfully from subject to subject without the employment of dried lymph. If from any cause your supply of lymph ceases, or becomes unsuitable for further use, make immediate written application for a fresh supply; addressing your letter "To the Registrar of the National Vaccine Establishment, Privy Council Office, London, S.W."
- (8.) Scrupulously observe in your inspections every sign which tests the efficiency and purity of your lymph. Note any case wherein the vaccine vesicle is unduly hastened or otherwise irregular in its development, or wherein any undue local irritation is excited; and if similar results arise in other cases vaccinated with the same lymph, desist immediately from employing it.

"SIGNS OF SUCCESSFUL VACCINATION AND OF SUCCESSFUL REVACCINATION.

"(A.) 'When vaccination has been successfully performed on a healthy infant, the puncture may be felt elevated on the second day, and on the third, if examined with a magnifying glass, appears surrounded by a slight redness. On the fifth day a distinct vesicle is formed, having an elevated edge and depressed centre. On the eighth day it appears distended with a clear lymph. The vesicle, on this, its day of greatest perfection is circular and pearl-coloured; its margin is turgid, firm, shining and wheel-shaped. On the eighth day an inflamed ring or areola begins to form around the base of the vesicle, and, with it continues to increase during the two following days. This areola is of a circular form, and its diameter extends from 1 to 3 inches. When at its height, on the tenth day, there is often considerable hardness and swelling of the subjacent cellular membrane. On the eleventh day the areola begins to subside, leaving as it fades two or three concentric circles of redness. The vesicle now begins to dry in the centre, and acquires there a brownish colour. The lymph which remains becomes opaque, and gradually concretes; so that about the fourteenth or fifteenth day the vesicle is converted into a hard round scab of a reddish-brown colour. The scab contracts, dries, blackens, and, about the twenty-first day, falls off. It leaves a cicatrix which is permanent in after life, circular, somewhat depressed, dotted or indented with minute pits, and, in some instances, radiated. The above described local changes, while in active progress, are attended by feverishness; first, from the fifth to the seventh day, so slightly that often the fact passes unobserved; and again more considerably during those days when the areola is about its height; the infant now being restless and hot, with more or less disturbance of stomach and bowels. About the same time, especially if the weather be hot, children of full habit not infrequently show on the extremities, and less copiously on the trunk, a lichenous, roseolar or vesicular eruption, which commonly continues for about a week. When vaccination is performed on such adults or adolescents as have not previously been vaccinated, and likewise when lymph is employed which has recently been derived from the cow, the resulting phenomena, as compared with the preceding description, are somewhat retarded in their course; and the areola is apt to be much more diffused. There is also more feverishness; but lichenous eruption is less frequently seen.

"(B.) 'When persons who have once been efficiently vaccinated are, some years afterwards, revaccinated with effective lymph, there sometimes result vesicles which, as regards their course and that of the attendant areola, cannot be distinguished from the perfect results of primary vaccination. But far more usually the results are more or less modified by the influence of such previous vaccination. Often no true vesicles form, but merely papular elevations surrounded by areolæ; and these results, having attained their maximum on or before the 6th day, afterwards quickly decline. Or if vesicles form, their shape is apt to vary from that of the regular vesicle, and their course to be more rapid; so that their maturity is reached on or before the sixth day, their areolæ decline on or before the eighth day, and their scabbing begins correspondingly early. In either case the areolæ tend to diffuse themselves more widely and less regularly, and with more affection of the cellular membrane, than in primary vaccination; and the local changes are accompanied by much itching, often by some irritation of the axillary glands, and in some cases on the fourth or fifth day by considerable febrile disturbance.'

"GREGORY, revised by CEELY and MARSON." (1858.)

Virulence of Small-pox.

It is not requisite for me to describe the particular circumstances under which small-pox was prevailing in all the several unions and parishes communicated with. Those circumstances, where they could be well ascertained, had nothing exceptional in their character:—they were but confirmatory of our common knowledge, that, wheresoever vaccination falls into neglect, small-pox tends to become again the same frightful pestilence as it was in the days before Jenner's discovery; that wheresoever vaccination is universally and properly performed small-pox tends to be of as little effect as any extinct epidemic of the middle ages. (1860.)

Protective power of Vaccination.

First, as regards vaccination in the inspected districts, so great was the stimulus given, that for some weeks the parochial vaccinations of previously unvaccinated persons (not to mention the increased proceedings of the National Vaccine Establishment, or those of private practitioners) were carried on at *about five times their average rate*. And besides this very large increase of primary vaccination, adolescents and others with imperfect marks of vaccination were revaccinated to an extraordinary extent.

Secondly, as regards small-pox in the *inspected*, as compared with the *uninspected* districts of the metropolis—the former, comprising* a population of 1,076,853 persons, suffered 621 deaths, while the latter, comprising* a population of 1,285,383 persons, suffered 1,442 deaths. In other words, the small-pox death-rate of the inspected districts (5.7) was but about half the small-pox death-rate (11.2) of the uninspected districts. Moreover, of the 621 deaths which occurred in the inspected districts, only 231 took place after the inspection had come into effect; when, according to the standard of the uninspected districts, the inspected districts, if left to themselves, would have suffered about 850 instead of 231 deaths by small-pox. (1860.)

Causes of failure of certain Systems.

The law, as laid down in that Act, is—that every child, its health permitting, shall be vaccinated within three, or, in case of orphanage, within four months of birth, by the public vaccinator of the district, or by some other medical practitioner; that notice of this requirement, and information as to the local arrangements for public vaccination, shall, whenever a birth is registered, be given by the registrar of births to the parents or guardians of the child; that every medical practitioner who, whether in public or in private practice, successfully vaccinates a child, shall send to the local registrar of births a certificate that he has so done; that the registrar shall keep an account of all certificates thus received; that parents or guardians who, without sufficient reason, either omit to have a child duly vaccinated, or, this being done, omit to have it inspected as to the results of the vaccination, are liable to a penalty of £1; that all penalties are recoverable under Jervis's Act, and are to be paid towards the local poor rate.

Doubtless it was the intention of the framers of the Act that these provisions would suffice for the proposed object, "to extend and *make compulsory* the practice of vaccination." Doubtless it was their expectation, that, with such facilities as were designed for comparing together the register of births and the register of successful vaccinations, all cases of default would be patent to any one interested in discovering them; that either the local registrars, as having one kind of interest in the matter, or the local guardians of the poor, as having another kind of interest, would institute all such legal proceedings as might be necessary; and that these proceedings might be begun, without limitation of time, at any moment during the parental neglect. During the first year of the Acts being in operation (the year 1854) it certainly seemed as if those expectations were being fully realized, and as if small-pox would in consequence be thenceforth virtually extinguished in this country. Subsequent years have, however, most lamentably shown that those first great successes of the Act depended on an erroneous estimate, not of its intentions but of its effectiveness. The illusion has been dispelled, and the truth has now become notorious to all persons interested in the results of the Act, that the Act as it stands cannot work according to the intentions of its framers.†

Among

* That is, according to the census of 1851. This, of course, is now no longer *absolutely* true with reference to either population, but may, in all likelihood, still express with accuracy enough for our present purpose, the *relative magnitude* of the two populations.

† The following extract from a letter which I addressed in 1857 to the President of the then General Board of Health, will show what were the early indications of the above-mentioned failure, and what, in my opinion, were its causes:—"The first line of figures gives the average of births and of public vaccinations during the years 1848-52; and you will observe that while the births in England were 568,811, the infantine vaccinations were only 130,900. In 1853 the law was altered. In 1854 you find the infantine vaccinations considerably more than doubled. From 130,900 they had risen to 408,824. And not only this. The indirect action of the law had extended to induce what it could not compel; and vaccinations at ages after the first year of life had likewise been increased by more than 100,000 cases. Thus in 1854, under the immediate influence of the new law, the total public vaccinations of England, at all ages, exceeded by more than 75,000 the total number of births; the large majority of 290,111 cases in the third column, consisting, no doubt, of young children whose vaccination under the former defective system had been indefinitely delayed.

The table shows a further important fact. In the line for 1855 and in that for 1856 you will notice again a decline in the number of vaccinations; not alone in the third column (where a decline from 290,111 to 109,120, and again from 109,120 to 84,165, might mean only that the first year of activity had so far cleared off existing arrears in the category as to leave but few non-vaccinated children to appear afterwards) but also in the second column, where a decline from 408,824 to 354,979, and from 354,979 to 350,847 infantine vaccinations can only denote that the stimulus which was given to early vaccination by the new law in the first year of its working, became in the second year less effective than in the first, and in the third less effective than in the second.

The explanation is simple. At the first passing of the law people hastened to obey—because they feared to disobey—its imperative provisions. The possibility of a summons and of a fine was before them. This which would not have conquered any resolute objection, was just enough to stir that mere indifference which, among uneducated persons, is the main obstacle to universal infantine vaccination. The law commanded and threatened; so it must be obeyed. Thus, in the first year. But it was soon discovered that the threat was an empty one; that it could not be fulfilled; that the law had provided no machinery for its execution. And then forthwith obedience began to decline in the proportion which those figures express.

	Annual Public Vaccinations.				Annual Public Vaccinations.		
	Under 1 year of age.	Over 1 year of age.	Annual Births.		Under 1 year of age.	Over 1 year of age.	Annual Births.
Average of the 5 years, 1848-1852.....	130,900	185,139	568,811	1857 (σ).....	338,720	84,701	649,663
1854.....	408,824	290,111	623,699	1858 (σ).....	341,700	126,218	654,914
1855.....	354,979	109,120	623,181	1859 (σ).....	335,200	120,149	669,834
1856.....	350,847	84,165	640,840	1860 (σ).....	354,401	140,641	689,090

(σ) These numbers for later years are added to the original text, and confirm its argument.—J.S., 1861.

Among the *Instructions for Vaccinators* is the following direction:—"In all ordinary vaccinations, vaccinate by four or five separate punctures, so as to produce four or five separate good sized vesicles; or, if you vaccinate otherwise than by separate punctures [for some vaccinators prefer to make long slight scratches, side by side or intersectingly, instead of punctures] take care to produce local effects equal to those just mentioned. Obedience to this instruction is necessary for conferring on those who are vaccinated the full amount of protection which good vaccination confers. Therefore the inspector was charged always to ascertain whether the direction was obeyed; and, in case of negative finding, he was to bring to the knowledge of the vaccinator certain facts which I have here tabulated. He reports "To most of the vaccinators the conclusive evidence of the superior value of several vesicles derived from the records of the small-pox hospital was unknown. My communication with them enabling me to lay before them the facts collected by Mr. Marson, which I had had printed in a convenient form, and to explain fully the plan of vaccinating pursued with perfect safety at the large stations of the National establishment, it was a great pleasure to me to find that the result of the free and ample consideration and discussion of these points resulted always in the assurance that the mode enjoined in the instructions would henceforth be adopted.

STATISTICAL Evidence of the different degrees in which persons vaccinated in different ways will be safe against death by Small-pox, if they should happen in after-life to contract this disease.

THE Table is founded on information given to the Medical Officer of the Privy Council, by Mr. Marson, Surgeon of the Small-pox Hospital, as the result of observations made during twenty-five years in nearly 6,000 cases of post-vaccinal small-pox.

Cases of Small-pox, classified according to the Vaccination Marks borne by each Patient respectively.	Number of Deaths per cent. in each class respectively.	Cases of Small-pox, classified according to the Vaccination Marks borne by each Patient respectively.	Number of Deaths per cent. in each class respectively.
1. Stated to have been vaccinated, but having no cicatrix	21½	4. Having <i>three</i> vaccine cicatrices	1½
2. Having <i>one</i> vaccine cicatrix*	7½	5. Having <i>four or more</i> vaccine cicatrices	35½
3. Having <i>two</i> vaccine cicatrices†	4½	Unvaccinated	

* Among cases in which the one cicatrix was *well marked*, the death-rate was 4½. Among cases in which it was *badly marked*, the death-rate was 12.

† Among cases in which the two cicatrices were *well marked*, the death-rate was 2½. Among cases in which they were *badly marked*, it was 7½.

As regards another clause in the above-mentioned *Instructions*, and as regards some urgent recommendations addressed for the same purpose by their Lordships to local authorities, the inspector's report contains valuable information. The instruction I refer to is:—"Endeavour to maintain in your district such a succession of cases as will enable you uniformly to vaccinate with liquid lymph directly from arm to arm, and do not, under ordinary circumstances, adopt any other method of vaccinating." And the recommendations to which I refer are comprised in a memorandum (given, with explanations, in the last annual report) on "the subdivision of vaccinating stations as affecting the supply of lymph." The importance of making such local arrangements as will enable the vaccinator habitually to vaccinate from arm to arm, instead of having recourse to dry lymph, is well illustrated by the following passages of the Inspector's report:—"The register of one vaccinator whose common practice it was to use dry lymph, showed 46 failures in 240 vaccinations. Another vaccinator who, during last summer, vaccinated 200 cases, most of them at the people's houses with recent dry lymph on points, but some of them direct from the arm, said that he had had altogether between 20 and thirty failures, not one of which had been in the cases done from the arm; and most vaccinators, without being able to make any numerical statement, spoke of frequent failures with dry lymph. Success, when attained, was in most instances only partial. A vaccinator, whose habit it was to insert lymph by puncture in six places, told me he seldom got more than one or two vesicles; another, operating by abrasion in three places, said he got sometimes three, sometimes two, more often one only; and the testimony was very strong and general that a vesicle could not with confidence be looked for from each puncture or insertion of lymph. I met with many illustrations of the paramount importance of so conducting vaccination as to secure, as far as possible, the success of the operation, of the elder children in schools, whom I have enumerated among the unvaccinated, there were many who assured me they had been cut, and some of them more than once, and that it would not take, and they seemed to be under the impression that it would be of no use vaccinating them any more. Some of the children marked with small-pox in the schools said also they had been vaccinated, "but it would not take." Small-pox had been introduced into one village by a child who had been vaccinated three times unsuccessfully. And, on other inquiries, I have met with several cases of death from small-pox in children said to have been vaccinated, but whose vaccination, it appeared on investigation, had not been successful.

Finally, I have to quote from the Inspector's report one large set of facts which will show how much remains to be done for the improvement of English vaccination, and how poorly Jenner's countrymen are protected against small-pox, in comparison with that protection which his discovery might confer on them. The Inspector "examined carefully the arms of 12,349 children in various national parochial, and charitable schools, including 397 children in workhouses." The result of this large scrutiny may in round numbers be thus stated:—Of every 12 children examined, 2 would show *no conclusive mark* of having been vaccinated; 3 others would show *only such marks* as imply a *very imperfect protection* against small-pox; 4 others would have marks which are classed as *passable*; only 3 would be, in the Inspector's opinion, *well*, and *very well* protected. (1860.)

Faults of System.

There is reason to believe that the performance of public vaccination in England is disadvantageously affected by its present extreme subdivision.

For the satisfactory working of a public vaccinating station it is requisite that systematically on each vaccinating day two groups of cases should assemble there;—on the one hand, infants, who, having been vaccinated on the day-week preceding are now (as the law requires) brought back for inspection, and are ready to furnish the vaccinator with lymph for his present proceedings; on the other hand, infants brought for vaccination, who, if now vaccinated, will on the day-week following be brought back for inspection, and then in their turn contribute lymph for the benefit of further applicants. By the coming together of these two groups of cases the vaccinator is enabled to vaccinate from arm to arm, a mode of proceeding, which as a rule is of great importance to his success.

It is also requisite that each group of cases should not be too restricted in number. The careful vaccinator does not indifferently vaccinate from the arms of all infants brought back on the eighth day, but exercises selection among them; and facility for this selection cannot be afforded him unless there be on each vaccinating day an average return of several vaccinated cases. If his share of the local vaccination be either too small or too much subdivided among different stations and different days, the cases returning to him for eighth day inspection will on many vaccinating days be too few for his purpose. On all such occasions he must either omit to vaccinate those who apply to him, or (unless he have recourse to less eligible sources) must vaccinate them with preserved lymph, and incur the much greater chances of failure which belong to the usual modes of thus vaccinating.

Ill-frequented vaccinating stations—stations, that is to say, where the total number of vaccinations, as compared with the number of vaccinating days, is too small for the local lymph supply to be continuously and properly maintained, are now a very prominent feature in our system of public vaccination. And this state of things is one of serious consequence; not only as implying that at present a large proportion of the vaccinations in England are performed under disadvantageous circumstances, but also because, if it continue, the general lymph supply of England can scarcely fail to become insufficient or deteriorated.

The excessive subdivision which leads to this result arises in various ways. Sometimes, no doubt, the quantity of vaccination to be performed within one jurisdiction has been divided among too many performers. But still oftener it is the case, that individual vaccinators have distributed their respective shares of the public duty among too many stations, or too many vaccinating days; and in some cases the vaccinator develops the inconvenience to its greatest extent by almost or entirely disusing the appointed station, and habitually performing his vaccinations under contract at the several private dwellings of his patients. (1861.)

Vaccination should be done in Infancy.

But this was exceptional, and usually wherever vaccination in early infancy was neglected, its performance was indefinitely postponed, and accumulations of arrears took place. (1861.)

Inefficiency

Inefficiency of Vaccination.

In order to test the quality of the vaccination in the different unions of late years, many (196) national, parochial and workhouse schools were visited, and 15,239 children examined therein. Statistics as to the vaccine cicatrices found on the arms so examined are submitted in table B.

With very few remarks this table may be left to speak for itself. Although the value of the cicatrices was assessed as much as possible in the favour of the vaccinator, yet, of the gross number of children examined, only 3·0 per cent. had four typical cicatrices, 6·8 per cent. had three equally good; 26·7 per cent. had but two; 25·5 had only one; 15 per cent. were quite unprotected; and the amount of immunity from death from small-pox of the remainder may be taken as very slight. With the view of acquiring evidence of the latest style of vaccinating in vogue in the different unions visited, I have separated the infant schools, and tabulated the results of their examination in a similar manner to that adopted with the mixed schools, table C. Of the total 15,239 given above, 3,590 were in 39 schools set apart for the youngest children, many of them mere babies, who were sent, for the most part, to be kept out of mischief, and some of whom could only just run alone. Here, those having four typical cicatrices were only 1·5 per cent.; just half the proportion so protected in the schools taken together. Those with three good marks were 4·9 per cent., as against 6·8 per cent. of the former table. Those having two were 25 per cent.; whereas in the mixed schools this proportion came out 26·7. Those having one mark only were more numerous, being 27·6 per cent. against 25·5; and 19 per cent. were not vaccinated at all. (1861.)

Improving System.

The nature of the defects which required correction had been very fully explained in successive annual reports of this department, particularly in those from the second to the sixth inclusive; and as far back as 1859 my Lords had communicated to the Poor Law Board, for the assistance of local authorities contracting for public vaccination, an exposition of the broad principles of arrangement on which contracts must in future be based if the defects in question were to be prevented. In 1868, with the new law, the time had come when this merely recommendatory mode of dealing with very serious evils could no longer be considered sufficient; and my Lords accordingly saw fit to issue express regulations for the purpose, by an Order of Council bearing date February 18th, 1868. Of the regulations thus issued, a copy is subjoined to this Report, as Appendix No. 2. The great object was that public vaccination should no longer be so excessively subdivided among times and places and persons as to have needless difficulties put in the way of its effective performance; and with this object the regulations provided, as their general effect, that the public vaccinator under ordinary circumstances should vaccinate only at public stations, and at no station oftener than once a week, and, if in a town district, only at one station therein; that no two public vaccinators should in any case act for one and the same district; and that the division of towns into vaccination districts should not go beyond certain limits of smallness. Also, with reference to section eight of the new Act, a special regulation was made, limiting the extent to which revaccination at the public expense might be given.

The new law did not abrogate any of the existing contracts for public vaccination, but it tended to make new contracts in many cases desirable; and thus during the year new arrangements, which had to be conformed to the new law and to the regulations operating under it, and which my Lords had to consider in more or less detail, and for the most part very minutely, with the respective local authorities or with the Poor Law Board, were proposed by more than a seventh part of the entire number of vaccination authorities of the country. The year has in this way been one of very great improvement in our system of public vaccination. Also in other and ordinary ways influences for improvement have been at work.

The systematic inspection which goes on under their Lordships' orders extended during the year to nearly half the public vaccination of England, namely, to 1,749 vaccination districts, comprised in 312 different unions or parishes: each inspection involving, first, an inquiry into the state of vaccination in the district; secondly, where requisite, a notification to the authority of defects found in the local arrangements for carrying the law into effect, and advice as to the changes required; and thirdly, in suitable cases, a recommendation of the vaccinator for reward under section five of the Vaccination Act, and in accordance with the system described in my ninth report. (1868.)

Revaccination—Regulation of.

The performance of revaccination by the public vaccinator on persons applying to him for that purpose shall be limited in each case by the following conditions: (1) that, so far as the public vaccinator can ascertain, the applicant has attained the age of 15 years, or, if during any immediate danger of small-pox, the age of 12 years, and has not before been successfully revaccinated; and (2) that, in the public vaccinator's judgment, the proposed revaccination is not for any sufficient medical reason undesirable; and (3) that the public vaccinator can afford vaccine lymph for the purpose without in any degree postponing the claims which are made on him for the performance of primary vaccination in his district. (1868.)

Machinery of Vaccination System.

The prevention of small-pox is an object for which the Board communicates with local authorities systematically through the Medical Department.

The 647 Boards of Guardians of England and Wales, who, within their respective Unions or Parishes, are the local Vaccination authorities of the Kingdom, have at work under them, first, for the performance of the vaccinations, more than 3,000 medical practitioners acting as public vaccinators, and secondly, for the non-medical parts of the business, about 1,400 so-called vaccination officers; each public vaccinator, and also each vaccination officer, having, under the local authority, a special area of duty to himself. This local machinery for the prevention of small-pox is subject in certain respects to regulation and control by the Local Government Board, and is superintended and periodically inspected by the Medical Department of the Board with regard to its efficiency of work: the Board in this respect continuing the system which the Lords of the Council, when in sanitary supervision of the country, had established. The local authorities are required to conform to certain general rules as to the qualifications of persons whom they would appoint to be public vaccinators, and as to the attendances which shall be prescribed to these officers: the aims being, in the first respect, that each vaccinator shall have given proof of being competent to discharge the special duties of the office*; and, in the second respect, that such attendances shall be given as will best facilitate the performance of vaccination with due succession of well-selected lymph†. The public vaccinators are required to conform to certain "Instructions" embodying rules of recognised professional sanction, with regard to the precautions which give to vaccination the completest attainable safety and effectiveness‡. The vaccination officers—who have as their chief functions to secure obedience to the compulsory intentions of the law, and to keep such records and give such notices as are necessary for this purpose, act in all respects under regulations of the Local Government Board, and are required to make such half-yearly reports as may account, in regard of vaccination, for all children whose births have been registered in the respective areas of duty.

The periodical returns made by the vaccination officers throughout the country form the basis on which the Board must mainly rely for its means of estimating the quantitative success of the vaccination laws. The first annual collection of such returns under the Act of 1871 was completed early in 1874; and I subjoin (App. No. 1) a tabular abstract of them, digested, with requisite explanations, by Dr. Seaton. It will be seen that of the 821,856 children registered as born in England and Wales in the year 1872, all up to a margin of 5- $\frac{1}{16}$ per cent., have been exactly accounted for by the vaccination officers; and I concur in Dr. Seaton's opinion that, when due regard is had to the difficulties of the case, as explained in his note on the appended table, the nearness with which the first year's returns approximate to completeness is such as the Board may deem satisfactory§. (1874.)

Digest

* The necessity for express provision in this sense had long been shown by the experience of the London Small-pox Hospital, as set forth by Mr. Marson, and was abundantly explained in my earlier Reports to the Lords of the Council with reference to their Lordships' Regulations in this matter.

† The necessity for special care to secure this object is explained in a departmental memorandum which I prepared for my Lords in 1859, and which is still in constant use under the Local Government Board, on the subdivision of public vaccination as affecting the supply of vaccine lymph.

‡ Of these "Instructions" (which of course, in the light of increasing knowledge, require re-consideration from time to time) a second and amended issue took place in 1871, it having then been found that one particular class of precautions needed to be more insisted on than before.

§ Shortly after the passing of the Vaccination Act of 1871, the Local Government Board issued under that Act instructions as to the duties of the Vaccination Officers; but under the Act of 1874, these required to be somewhat modified, and a new Order was in consequence issued. The former instructions are given in the first Annual Report of the Board, Appendix A, No. 27. For convenience of reference, the Order under which the officers at present act is subjoined in my present Appendix, No. 2.

Digest of working of Act.

DIGEST, by Dr. Seaton, of the Vaccination Officers' Returns, so far as received down to January 31st, 1874, with regard to Children born in the year 1872.

The following is the first annual return under the Vaccination Act, 1871, and has reference to the children born in England and Wales in 1872. It shows that of 821,856 births returned to the Board by the several Vaccination Officers in the kingdom as registered during that year, 698,137 (being 85 per cent. of the whole) had been registered as successfully vaccinated at the time the return was made; 1,693 (or 0·2 per cent. of the whole), had been registered as insusceptible of successful vaccination*; 905 (or 0·11 per cent. of the whole), as having contracted small-pox before they could be vaccinated; and 78,594 (or 9·5 per cent.) as having died before they could be vaccinated; leaving 42,527, or 5·1 per cent., of the births still to account for. If from the 821,856 births deduction of the deaths without vaccination be first made, it appears that of the surviving 743,262 children, about 94 per cent. (93·92) were returned as successfully vaccinated; 0·35 per cent. as either insusceptible of vaccination or having had small-pox; and 5·72 per cent. as still to account for.†

The cases returned as "not finally accounted for" consist almost entirely of (1) cases in which vaccination at the time of the return was postponed on account of the children's state of health; (2) cases in which vaccination had really been performed successfully, but which could not be registered as vaccinated on account of a legal certificate of the vaccination not having been yet received by the vaccination officers; (3) cases which, having removed from the district or place of birth before vaccination, or having (as is not uncommon in the case of illegitimate children) been registered under false names or false addresses, could not be traced by the vaccination officers; and (4) cases which, in certain Unions, from the imperfect development of the machinery of the Act, or from the want of due understanding of his duties on the part of the vaccination officer, had not been properly looked after. The number of cases in which there was direct refusal on the part of parents to have their children vaccinated, or in which legal proceedings had to be taken to secure this result, constitutes an utterly insignificant proportion of the cases unaccounted for.

Considering that this was the first year's working of an Act the execution of which devolves on upwards of 1,400 local officers, appointed by and acting under the direction of 647 Boards of Guardians; that in many Unions more or less delay in making these appointments was inevitable on account of various matters of detail which required to be arranged; that the duties devolving on the officers themselves were to all of them in some respects new, and to a very large proportion, if not to the majority of them, altogether new, and that as a necessary consequence they were by many of them at starting imperfectly understood; the return, rendering as it does exact account, in respect of the vaccination laws, of 95 per cent. of the year's births, must, it appears to me, be considered as remarkably satisfactory.

It will be seen that the proportion of cases "not finally accounted for" in the metropolis considerably exceeds the average of the kingdom. This is chiefly due (1) to the difficulty in working which arises in London from the large proportion of lodgers and persons living in tenemented houses, and from the constant removals taking place from Union to Union, or frequent changes of dwelling in the same Union; (2) to the appointments of vaccination officers in some of the Unions having been insufficient for the amount of work to be done, and to two or three of the officers first appointed having proved very inefficient.

When the Metropolitan Unions are deducted from the rest of the kingdom, the proportion of births "not finally accounted for" in the latter is reduced to 4·5 per cent. To this proportion the different counties contribute very variously; and to a certain extent variation must be expected. (1874.)

Early age of Vaccination in England.

The vaccination laws of the United Kingdom require the performance of vaccination at an earlier age than those of any foreign State. It was in fact the main argument of the Epidemiological Society's report, that to establish an effective control over the small-pox mortality of any kingdom, it is indispensable to secure the vaccination of children *in early infancy*. Children are liable to contract small-pox at the very earliest age, and indeed so liable to contract it young, that at the time the report was made no less than from 70 to 80 per cent. of the entire small-pox mortality of Great Britain and Ireland occurred under the age of five years, and 25 per cent. even under the age of one year ‡. Vaccination is as safe an operation in early infancy as at any other period of life. Hence it was obvious that any law which, though directly obligatory, permitted, say, a whole year from birth to pass before requiring vaccination, like the law of Prussia, or two years, like the law of Sweden, must be fundamentally defective and leave an unnecessarily large amount of the young population exposed to the ravages of small-pox, *à fortiori*, that laws which were only indirectly obligatory, as by requiring, for example, a certificate of vaccination before a child could be admitted to school, permitted a still greater waste of life.

The law for England requires that children should (health permitting) be vaccinated within three months from birth, or in rural districts (where public vaccination is only carried on periodically) at the first public vaccination held in the district after the child shall have attained the age of three months. In Scotland and Ireland, in which divisions of the United Kingdom the population is much less aggregated in large towns than it is in England, the age is fixed at six months. (1874)

Statistics in favour of Compulsory Vaccination.

In the General Annual Report of the Registrar General for Scotland for 1872, the results for that year are thus commented on:—

"If the same relative mortality had taken place among children at that age (under five years) as occurred during the previous epidemics, when they were less efficiently protected by vaccination, instead of only 362 children under five years of age having died from small-pox in the eight towns during 1872, 3,370 would have died. The enforcement of the Vaccination Act therefore during the seven previous years appears to have had the effect, in these eight towns alone, of saving the lives of upwards of 3,000 children."§ Applying these observations to the whole period, there will have been a gain in the eight towns of nearly 7,000 lives under five years of age alone. It is then a very moderate calculation indeed that, but for the Vaccination Act the total small-pox deaths in these towns from the epidemic would (instead of amounting to only 3,192) have considerably exceeded 10,000.

Conclusions from comparison of the proportions of deaths from a particular disease at different ages require always to be drawn with caution, and with a full knowledge and appreciation of fallacies to which they may be liable. The scale of observation, however, in this case, is so large, and the result is in such exact correspondence with what our knowledge of the protective power of vaccination would lead us to expect, and with what has been the result of similar measures in England and in Ireland, that there can be no hesitation whatever in accepting the above as fairly measuring the effect the compulsory vaccination law has had, during this epidemic of small-pox in Scotland, in saving the lives of young children. It is by no means necessary, however, to rely on this evidence exclusively; for other proofs are at hand in a comparison of the mortality of young children in Scotland from the recent epidemic with that which has resulted *from the same epidemic* in foreign countries, which have either no compulsory vaccination law, or a compulsory law of a much less complete and effective kind. The places for which our present information is sufficiently complete to afford the material for such comparison with the chief towns of Scotland are Holland, the cities of Berlin and Leipsic, and the State of Hamburg.

In Holland there is no general vaccination law, and the only check on the neglect of parents is a rule existing in some communes, and in some only (but by no means always applied, as I am informed, in many communes in which it nominally exists) that children must have been vaccinated before they can be admitted to the communal schools. Hence vaccination is habitually delayed, and children are much more generally than not above two years of age, and repeatedly six, seven, or more years

* By this of course all that is meant is that the children had been three times unsuccessfully vaccinated, and were no longer therefore subject to the compulsory provisions of the law.

† The return as to the births registered from January to June, 1872, was made on the 31st July, 1873; and that as to the births registered from July to December, 1872, was made on the 31st January, 1874. In consequence of correspondence from the Board a considerable deduction from the cases unaccounted for at the time of the returns has since been made.

‡ In countries in which, as in parts of the East, vaccination has only as yet reached a relatively small proportion of the population the small-pox deaths are nearly all in young children. Dr. De Renzy, the sanitary commissioner in the Punjab, says with reference to the great small-pox epidemic which has prevailed there since 1872, that the deaths are confined almost entirely to young children under 10 years old; *the adults having previously all had small-pox*, with which most of them were scarred, many partially or totally blind.—(*Lancet*, March 1, 1873, and *Medical Times and Gazette*, July 19, 1873.) In England, before vaccination was known, Dr. Haygarth tells us that in 1781, on examination of the Cheshire and Lancashire Militia it was found that only one in twenty had not already had the small-pox. (Haygarth, Sketch of a Plan to exterminate the venereal small-pox. 8vo. Lond., 1783.)

§ Eighteenth Annual Report on the Births, Deaths, and Marriages, registered in Scotland during 1872; and Eighth Annual Report on Vaccination, p. 20-1. The Registrar General for Scotland publishes for each year two separate Annual Reports: (1) a General Annual Report, which appears a few months after the year has terminated; and (2) a Detailed Annual Report, which is the really important one for statistical purposes, but which usually does not appear for two or three years later.

years old before they are taken to be vaccinated, if, indeed, vaccination be not omitted altogether.* If now we compare the deaths among children under five years of age in the chief towns of Scotland and Holland from the recent small-pox epidemic, during its two years of greatest prevalence in those towns, the following is the striking result:—

Groups of Towns compared.	Actual Small-pox Deaths under five years of age in the two years.	Small-pox deaths under five years of age in the two years for equivalent populations of 1,000,000 of all ages.
Eight principal towns of Scotland in 1871 and 1872 (aggregate estimated mean population, 1,083,750)	557	514
Eight principal towns of Holland in 1870 and 1871 (aggregate population on 31st December, 1870, 693,080)	4,245	6,122

As, however, the epidemic continued, though with much diminished force, both in the towns of Scotland and of Holland beyond the periods comprised in the above table, it is necessary, and the more so that *relatively* the subsequent mortality was greater in the Scotch than in the Dutch towns, to extend the comparison, as accurately as we can, to the entire termination of the epidemic in each group. For the Scotch towns the figures are complete; and to the 557 deaths under five years of age in 1871 and 1872, we have to add 193 which occurred up to the end of June, 1874. The returns from Holland, however, for 1872 are so far incomplete, that while showing a total of 382 small-pox deaths in the eight towns, they do not give the number of those deaths which were under five years of age. If, however, we assume the proportion to have been the same as in the two preceding years (and in this we cannot be far wrong), there would be 229 to be added to the 4,245 in the table, making the entire number for the three years 4,474; and the comparison would stand thus:—

Groups of Towns compared.	Actual (or estimated) Small-pox Deaths under five years of age in the entire periods compared.	Small-pox Deaths under five years of age in the entire periods compared for equivalent populations of 1,000,000 of all ages.
Eight principal towns of Scotland during the 3½ years the epidemic subsisted	750	692
Eight principal towns of Holland during the 3 years the epidemic subsisted	4,474	6,455

In Hamburg, as in Holland, there was not, at the time of this outbreak of small-pox, any compulsory vaccination law, nor any check on the negligence of parents except a requirement of certificate of vaccination before a child could be admitted to the "schools of the poor." In Saxony also there was no direct compulsory law. In Prussia, however, such a law existed; and as its provisions have apparently been much misunderstood in this country, it is important they should be explained. This law required that children should be vaccinated within one year of birth, *without, however, attaching any penalty to neglect, except in the cases in which small-pox followed such neglect.* But these were the very circumstances under which there was a natural indisposition to prosecute; technical difficulties also not unfrequently arose about the prosecution; and the result was that prosecutions were seldom undertaken, and that while by most parents the law was duly obeyed, a great many were in the habit of risking it. The number of these latter had, as Dr. Guttstadt informs us in his official report, of late years considerably increased. Hence, when this epidemic broke out, large numbers of children were found in Berlin who had attained school age without vaccination having been performed; † and it was to this accumulation of unvaccinated children that the high mortality of the epidemic in that city was, according to Dr. Guttstadt, in great measure attributable. When children in Prussia had attained the age of admission to the State schools, an important check came into operation, for they had then to produce the certificate of having been vaccinated.

Our information for Hamburg, Leipsic, and Berlin supplies the ages at which the small-pox deaths occurred, and embraces for each of those places the whole period of epidemic prevalence. A comparison with the town populations of Scotland and Holland gives the following results:—

Towns or groups of Towns compared.	Actual Small-pox Deaths under five years of age during the whole period of the epidemic in each town or group of towns.	Small-pox Deaths under five years of age during the whole period of the epidemic for equivalent populations of 1,000,000 of all ages.
Eight principal towns of Scotland (population, 1,083,750), 1871-4	750	692
Berlin (population, 882,569), 1871 and 1872	2,837	3,448
Hamburg (population, 338,974), 1871 and 1872	1,938	5,717
Leipsic (population, 106,925), 1871	659	6,200
Eight principal towns of Holland (population, 693,080), 1870-2	4,474	6,455

The position occupied by Berlin is, as might be expected, intermediate between that of the Scotch towns on the one hand, and Hamburg, Leipsic, and the Dutch towns on the other. ‡ (1874.)

Deaths from bad Vaccination.

Of the 42,220 small-pox deaths which took place in England in 1871 and 1872, 5,817 (*viz.*, 3,161 in 1871 and 2,656 in 1872) were in children under the age of one year. The proportion which this infantile small-pox mortality bears to the total small-pox mortality is somewhat less than 14 per cent., while previous to the Vaccination Act of 1867 the average annual proportion was, with scarcely any variation from year to year, 24 per cent. These 5,817 deaths include the cases (which constitute undoubtedly a large proportion of them) in which the disease was contracted before the children had attained the age when vaccination

* Of the primary vaccinations performed in the year 1872, at the Vaccine Institution at Rotterdam, considerably more than half were between the ages of two and ten years; and I find from a return for 1873 of the vaccinations practised in the different provinces of Holland, that out of a total of 133,931 vaccinations and revaccinations performed, there were but 31,843 under two years of age; 32,433 were in children between two and 10 years old; and the remainder in persons above 10 years old. (Verslag over het Geneeskundig Staatsoezigt over 1873, p. 139.)

† Zeitschrift des Königlich Preussischen Statistischen Bureaus, 1873, p. 182. Laws for rendering the performance of vaccination directly compulsory have since been passed, I believe, both for Prussia and for Hamburg.

‡ In some foreign towns the military form a large proportion of the population. If from the population of Leipsic in 1871, as given in the text (106,925), the soldiers be deducted, the remaining inhabitants were only 89,326 in number. As it was among these that all the deaths under five years of age occurred, the proportion per million might more correctly be put down as 7,377 than as 6,200. This proportion, though higher than that of the Dutch towns in the aggregate, is not so high as that in some of them, for in Rotterdam the rate was 9,045, and at the Hague, 10,437 per million. (See L. Thomas, Beiträge zur Pocken-statistik insbesondere aus der Leipziger Epidemie, von 1871, in Archiv der Heilkunde, 1872. Dr. Thomas gives the small-pox deaths under five years of age in Leipsic as 659; but I adhere to the numbers (659) officially supplied to our Government, and have made my calculation accordingly.)

vaccination under penalty can be enforced—cases in which life might undoubtedly have been saved by timely vaccination, but to which it would be difficult to extend a compulsory law. The remainder, except of course those cases in which there had been lawful postponement of vaccination on account of the children's health, were the result of illegal postponement and neglect.

The deaths between the ages of one and five years were 7,711; between five and ten years, 6,566; and between ten and fifteen years, 2,535, making an aggregate of 16,812 deaths between the ages of one and of fifteen years. Of these all but a fraction might have been saved by efficient vaccination, and a very large proportion would undoubtedly have been saved if all the population up to fifteen years of age, and not merely a very limited part of it, had been under the application of a vaccination law as effective as that which is now in force in England. Although in the vast majority of vaccinated persons the vaccination completely exhausts (usually for life and at all events for a great number of years) the susceptibility to variola, it is a knowledge which dates back to the earliest days of vaccination that there are some persons in whom that susceptibility is only partially exhausted and who may contract the small-pox within a few years, and even within a few months, or weeks, of having been vaccinated. Willan, writing in 1806, within eight years of the promulgation of vaccination, had himself already seen thirty such cases, and whenever the disease is extensively epidemic instances of this kind are not unfrequently met with. But the infection under these circumstances is usually so modified in its effects, the small-pox resulting is generally so mild and so void of danger to the individual attacked, that it is laid down as a rule by the leading medical authorities on this subject that in vaccinated persons under fifteen years of age severe small-pox is rare, and deaths from that disease scarcely noticeable.* Under intensity of epidemic influence, when a malignant and hæmorrhagic form of the disease prevails, it stands to reason that severe cases in vaccinated persons, whether children or adults, will be more common and deaths more numerous than at other periods, just as the mortality of the natural disease then increases, and just as persons who may have already had small-pox are then more liable to take it, and to have it severely, a second time. Especially where the vaccination had been at all imperfect, the imperfect cases would be picked out in larger proportion than usual. Accordingly, in the recent epidemic, the severity and malignancy of which has been very largely in excess of anything within our previous experience, the deaths of children under fifteen years of age bearing some marks of vaccination appear to have been more numerous than in previous epidemics. But still they were exceptional, and when the vaccine marks were satisfactory the mortality was very trifling. Among 420 small-pox patients under fifteen years of age with proper vaccination marks (irrespective of the number of such marks, which at this early age seems to be of comparatively much less consequence), who were treated in the Stockwell Small-pox and Homerton Fever Hospitals, there were but two deaths, the total small-pox deaths in these hospitals under that age being 179. Of the remaining 177, twelve were in children who had been vaccinated but whose marks were of a manifestly imperfect character, and 165 in children who had not been vaccinated at all.† It does not, I think, admit of reasonable doubt that the 16,812 small-pox deaths arising from the epidemic in England between the ages of one and fifteen years were, with comparatively small exception, the result of sheer neglect of vaccination.

The deaths in persons above fifteen years of age which were registered in the two years were 19,591, of which 8,288 were between the age of fifteen and twenty years and 16,303 had passed the age of twenty. A very large proportion of these deaths, especially of those past twenty years of age,‡ were in persons who had been vaccinated. In the several hospitals of the Metropolitan Asylum District there occurred 1,358 deaths in persons above twenty years of age,§ and of these 799, or about 60 per cent., were in persons who had been vaccinated and 559 in persons not vaccinated; these proportions, however, cannot safely be applied to the kingdom generally; for in the hospitals of some of the provincial towns the preponderance (though not a large one) of fatal adult cases was in the unvaccinated, and there is besides good ground for believing (as will be immediately stated) that the proportion of adults who are vaccinated is considerably larger in the metropolis than in the provinces. Still I think it may without hesitation be accepted that of the fatal cases of small-pox above fifteen years of age, half, or thereabouts, were in persons who had been vaccinated, or who had at least undergone something which had passed for vaccination.

But if the actual number of small-pox deaths in persons above puberty who had been vaccinated were equal to, or even exceeded, that which occurred in persons who had not been vaccinated, it must be borne in mind that the proportion of our adult population which is protected against small-pox by vaccination is at least from twenty-five to thirty times as great, and much more probably from fifty to sixty times or more as great as that which is unvaccinated. The relative number of persons who now-a-days attain manhood or womanhood without having been vaccinated is very small. Examination of the young men who are recruited for the Army has shown for many years past that, putting aside the small per centage who are marked with small-pox, the proportion of the remainder who do not present distinct marks of having undergone vaccination averages for the whole of England 3.9 per cent. of those examined, and for London separately 2.8 per cent.¶

As these small proportions include all doubtful cases, it is clear then that somewhat considerably more than 96 per cent. of those in England, or than 97 per cent. of those in London only, must have been vaccinated. Now recruits, I apprehend, are not generally drawn from that class of the population which has been the most cared for; and there is, therefore, a reasonable probability that the proportion of the whole adult population of England which is thus protected against small-pox is much larger. But even if the full proportion just given, or more than that proportion, be applied to the adult population generally—4 per cent. being taken as unvaccinated, and 96 per cent. as vaccinated—it is clear that, with equal actual mortality among the two classes, the relative mortality of the former would be twenty-four times that of the latter. The figures then are conclusive that vaccination as it was practised in this country fifteen years ago and upwards, instead of failing to protect persons from fatal small-pox after they had grown up, has in the immense majority of cases very effectually protected them. It would be a waste of time to insist on this any further. Much more important is it to consider how it is that it did not protect in the remainder, and that in two years (two years it is true of intense epidemic influence) an enormous number of adults, probably from 9,000 to 10,000, who in a rough and general sense must be taken as vaccinated, should have perished of small-pox in England.

The answer is not difficult—though it is not one which can be given with any satisfaction. The cases were, it may be affirmed with the utmost confidence, with comparatively few exceptions, cases in which the vaccination had not been thoroughly and efficiently performed. At the time this recent epidemic set in, rather more than seventeen years had elapsed since Mr. Marson, in a memorable communication to the Royal Medical and Chirurgical Society of London, founded on his (even then unequalled) experience of small-pox at the London Small-pox Hospital, called attention to the fact that the fatal small-pox which during sixteen years' observation he had met with in that hospital, in persons in whom vaccination was said to have been performed, had been almost entirely in cases in which the vaccination had been imperfect, the vaccine marks being either wanting in essential characteristics, or deficient in number, or both. He demonstrated that, apart from any question of the different relative liability of well and ill vaccinated persons to contract small-pox, any vaccinated persons who did take it had it lightly or severely, with scarce any risk of death or with a risk not inconsiderable, according to the quality of the vaccination they had received. To the cases which he had at that time collected and analysed, and from which he drew these conclusions, he has since been able to add the result of sixteen years' further experience (up to 1867) on patients who, though admitted to the hospital since the publication of his paper, had with very few exceptions been vaccinated prior to that time.¶ Taking the two series of observations together, an analysis of 1,161 small-pox deaths which had occurred in that hospital in persons stated to have been vaccinated shows that in 614, or more than one-half of them, the vaccination had been little else than nominal, for in no fewer than 180 no mark whatever of successful vaccination could be discovered, and in 434 only a single mark of imperfect character. Of the remaining 547 deaths, 513 were in cases which, either in the character or in the number of vaccine marks which each presented, or in both these respects, fell considerably short of the standard of good vaccination, for in 384 the character of the vaccine marks was imperfect, and in 129 though the marks were characteristic they were only one or two in number. There had been in the hospital but 34 deaths altogether in persons who had three or more proper

* Entries, not unfrequently met with in the death registers at times when small-pox is epidemic, of death from "small-pox after vaccination" in young children are almost invariably incorrect and misleading; the cases in which the entry occurs being generally cases in which the vaccination had been performed while the patients were incubating the small-pox. Sometimes also cases are so entered in which an attempt at vaccination had been made, but without success.

† In the Poliklinik at Leipzig, of 117 cases of small-pox treated in vaccinated children under 15 years of age none was fatal; of 266 cases treated in unvaccinated children under 15 years of age, 110 died. (Thomas, Archiv de Heilkunde, 1872.)

‡ Eighteen is, according to Mr. Marson, the age at which post-vaccinal small-pox begins to be chiefly noticeable.

§ The deaths which occurred in these hospitals between 15 and 20 years of age cannot be given, as in the Table in the Report of the Asylum Boards Committee the cases, after the age of 10 years, are arranged in decennial periods of age only. Between 10 and 20 years of age the majority of deaths was in the unvaccinated.

¶ Average of six years terminating in 1871. The Army Medical Report for 1872, which has appeared since this average was cast, shows that of all the recruits examined in England during that year, putting aside the few who had marks of small-pox, there were only 24 per cent. (2.6) without marks of vaccination, and of those examined in London—upwards of 4,000 in number—only a little more than 1 per cent. (1.06). I have thought it right to make my assumptions in the text as unfavourable as possible to vaccination. I do not myself suppose that even 1 per cent. of the general adult population is unprotected.

¶ Evidence as given in Report of Select Committee on Vaccination Act (1867), p. 236.

proper vaccine marks, though 2,584 patients having such marks had been admitted; and in 18, or more than one-half of these 34 deaths, the fatal result was not due to the small-pox merely (which in some of them was slight), but either to its being complicated with some other disease from which the patient was suffering, or to the patient having contracted some other disease, as erysipelas, &c., in the hospital. Of the 2,584 patients to whom reference has just been made as having been admitted with three or more good vaccine marks, 1,505 only had the four or more such marks which constitute the standard of good vaccination, and among these 1,505, the fatal cases had been 13 only, in 10 of which there had been superadded disease. Summarily, the thirty-two years' observations show that, of 13,765 reputedly vaccinated patients admitted to the hospital during that period the vaccination was very defective in 11,172, of whom 1,027 died; was reasonably good (as represented by three characteristic marks) in 1,079, of whom twenty-one died; and was quite up to the now acknowledged standard in 1,505, of whom only thirteen died. These facts, while they are conclusive as to the necessity for vaccination, if it is to be a complete or nearly complete protection against fatal small-pox, being performed in the most thorough and careful way, illustrate also the extent to which imperfect and insufficient vaccination was practised at the period when the present adult vaccinated population, the recent small-pox mortality amongst whom is now under our consideration, would have received their vaccination.

The records of the various hospitals in which small-pox was treated during the recent epidemic agree in showing, as has been already stated, (§ 2) that the proportion of deaths to attacks among the vaccinated taken generally was, compared with those among the unvaccinated, very small, the proportion however in both classes being so influenced by the intensity and malignancy of the epidemic as to be considerably above the usual average. Unfortunately, most of these reports merely distinguish between the "vaccinated" and the "unvaccinated," and take no quality of the vaccination. Wherever this was done Mr. Marson's observations were found substantially to hold good, nearly all the fatal cases being amongst such as had been ill vaccinated or insufficiently vaccinated, and the deaths amongst persons thoroughly vaccinated being in comparison strikingly few. Some careful observations made in the Stockwell Small-pox and Homerton Fever Hospitals show that of 2,382 patients having marks of vaccination, 1,866 had characteristic marks (one or more), and 516 had marks which were bad or indifferent. Of the former seventy died, or 3.9 per cent.; of the latter 129, or 25 per cent. Of the 1,866 patients with characteristic vaccine marks, 1,306 had but one or two such marks, of whom sixty, or 4.5 per cent., died; 560 had three or more such marks of whom only ten, or 1.8 per cent., died. According to the rate deducible from Mr. Marson's observations on patients with three or more good cicatrices of vaccination, the deaths among these 560 should not have been ten but a little over seven; and probably the difference indicates what was due to exceptional epidemic influence. In the Leeds Hospital the deaths among the patients whose marks of vaccination were noted as imperfect were above 12 per cent., but among the patients with characteristic marks 2.75 per cent. only; there were forty-eight cases treated having three or more characteristic marks, but none of them was fatal. In the city of Glasgow Fever Hospital the mortality of the small-pox cases among the vaccinated with bad marks was 21 per cent., but of those with characteristic marks only 3.8 per cent.; very few cases were admitted, and none died, having more than two characteristic marks. By some of the hospital physicians severe observations are made as to the "badness" of the marks in many of the cases so classified, these being so imperfect and so wanting in the essential characters of the vaccine mark that they might have arisen just as well from some other cause, and at all events showed the vaccine effect to have been next to nil. In two of the small-pox hospitals of the Metropolitan Asylum Board, observations made in 4,523 cases, having some marks of vaccination, with reference to the number of marks only and without any regard to their character (an omission greatly to be regretted), showed a mortality of 15.2 per cent. in the cases with only one mark, 11.7 per cent. in the cases with only two marks, 9.4 per cent. in the cases with three, and 6 per cent. in the cases with four or more marks. The death-rate in these hospitals among the unvaccinated was 55.9 per cent. Of a total of 506 deaths occurring in the 4,523 patients with marks of vaccination, 373 were in 2,845 persons having only one or two such marks, eighty-eight in 936 persons with three, and forty-five in 741 persons with four or more. The proportion of cases to deaths, whether among the entire number of patients with three or more cicatrices (133 deaths out of 1,677) cases), or whether among that portion only who had four or more marks (forty-five deaths out of 741 cases), is about three times as great as that shown by Mr. Marson's observations on patients treated by him in the London Small-pox Hospital who had the same number of marks respectively, the good and bad marks being taken together, and cases of superadded disease not being deducted. Making every allowance for increase in the rate of mortality due to the malignancy of the epidemic, the proportion observed in the two hospitals of the Metropolitan Asylum Board is suggestive of an unusual amount either of superadded disease, or of hospital influence, or of vaccination of a very imperfect character, or of all these causes taken together. A valuable report made by Mr. Dyke, the Medical Officer of Health of Merthyr Tydfil, on the epidemic as it affected the district of his local board in 1871-2, in which he gives the result of inquiries made as to vaccination in every case of small-pox, fatal or not, known to have occurred within the district, shows that among 308 fatal cases which occurred there were but thirty in persons having three or more marks of vaccination, though 1,070 cases having this number of marks came under observation; and that of these thirty, six only were among that portion of the cases (418 in number) which had four or more vaccine cicatrices. The death-rate among the patients with one cicatrix was 8.5 per cent.; of those with two cicatrices, 6 per cent.; of those with three, 3.7 per cent.; and of those with four, 1.5 per cent.; of twenty-two patients who had more than four marks none died. The death-rate among the unvaccinated was 51.1 per cent. (1874.)

Revaccination.

The observations which were made during the recent epidemic afforded remarkable evidence of the value of revaccination, not merely in controlling the mortality from small-pox but usually in preventing altogether the occurrence of the disease. Its power of preventing small-pox under circumstances the most favorable of all others for contracting it was tested on a very large scale on the nurses, servants, and attendants of the various hospitals established for the treatment of the epidemic in the metropolis and in the provinces: the attendants in the Hospitals of the Metropolitan Asylum district alone amounting at one time to above 300. In every hospital report which has reached me it is specially stated that not a single one of these officials, who had been revaccinated before coming to take duty at the hospital, contracted small-pox. On the other hand, a few cases of the disease occurred in some nurses and servants in the hospitals of the Metropolitan Asylum District whose revaccination in the pressure of the epidemic had been overlooked, and there was one case in a nurse who, having had small-pox previously, had consequently not been vaccinated on coming to the Hospital. There was also a very modified case in a nurse in whom revaccination had been performed, but not till after her arrival at the Hospital, and when the small-pox infection had already been received. The cases of small-pox which were admitted for treatment in the several hospitals in persons who had been successfully revaccinated were very few and very slight. In the hospitals of the Metropolitan Asylum Board, in which upwards of 14,800 cases of small-pox were treated, there were but four cases in which there was good evidence of revaccination having been performed with effect, and these were all light cases. In Liverpool, says Dr. Trench,* revaccination was found a constant and perfect protection against the small-pox. In the Newcastle-on-Tyne small-pox hospital, in which 778 cases were treated, there were two in which revaccination was alleged to have been successfully performed (but without mention whether there were marks of such revaccination or not), one of them ten years and the other four years before the attack of small-pox; both recovered. In the same hospital eight patients were admitted stated to have had small-pox before, five of whom were distinctly marked by it; one of the three not marked died, the remaining seven recovered. In the Leeds Hospital there were four cases in which previous revaccination was alleged; but in none of them was the evidence of revaccination conclusive. One of them, in which the revaccination was said to have been done at seven years of age, was fatal; the other three cases were mild. There were three (fatal) cases of small-pox in persons believed to have had small-pox previously; but the evidence of the former small-pox is not stated. Similar infrequency and mildness of small-pox after revaccination was noted in the hospitals abroad. In the Municipal Small-pox Hospital at Berlin, in which 1,529 cases were treated in persons who had been vaccinated, only nineteen of these were in persons (all above thirty years old) who had been successfully revaccinated; they were all of them cases of varioloid or of variolous fever without eruption, and none of them died. In the same hospital there were seven cases (three of them fatal) in persons who had previously had small-pox.† In the Baracken-Lazareth, used also as small-pox hospitals in the same city, in which 1,805 cases were treated in persons who had been vaccinated, seven only were in persons who had been successfully revaccinated, of whom six had a mild attack, and one (a woman 60-70 years old) had the hæmorrhagic form and died.‡ In the hospital at Leipsic, out of 1,504 vaccinated patients there were thirteen who had been successfully revaccinated in early life, all of whom recovered; in the same hospital there were twenty-two cases in persons who had had previous small-pox, and of these six died § In the hospital at Hamburg the cases in persons who had been revaccinated were more numerous, amounting to fifty-nine out of a total of 2,267 vaccinated patients; and there were three deaths.¶ (1874.)

Good.

* Annual Report of the Medical Officer of Health for Liverpool for 1871.

† Report by Dr. Lothar Mayer, Deutsche Klinik, 1872, pp. 262 and 273.

‡ Report by Dr. Guttstadt. *Ibid.*, p. 357.

§ Report by Dr. Wunderlich, Archiv der Heilkunde, 1872, p. 97.

¶ Report by Dr. Oppert, Deutsche Klinik, 1872, p. 72.

Good effects of Compulsion.

The facts of that comparison, and indeed the whole facts of the epidemic when carefully studied, afford the most complete confirmation of the opinion which was expressed in 1871 by the Select Committee of the House of Commons on vaccination that "On the one hand, if vaccination had not been general this epidemic might have become a pestilence as destructive as small-pox has often been where the population has been unprotected; and that, on the other hand, if this prevention had been universal, the epidemic could not have approached its present extent." The epidemic may have been useful in reminding some, although no one who had practical knowledge of small-pox could ever have doubted that that disease, uncontrolled by vaccination, is at the present day exactly the same disfiguring and fatal disease which in the last century destroyed, on an average, 3,000 persons annually out of every million of our population, and which, at that rate, would now, but for vaccination, be causing in England alone an average annual mortality of nearly 70,000. There is good ground, indeed, for believing that the present annual death-rate from small-pox would have exceeded that of last century; for while the disease has lost nothing of its deadly character, the facilities of communicating it are infinitely greater now than they were formerly, on account of the constantly increasing aggregation of population in towns and cities, and the enormously extended means of inter-communication between place and place. The disease tends, just as ever, to recur in epidemics, and by and by another epidemic will have to be faced, which may or may not have the character of ordinary epidemics of the disease, or may or may not be as virulent as that which has passed away, but against the fatality of which, however intense, we shall be able if it is trusted to present much greater securities than were in existence at the time the recent outbreak took place, though not as yet all the securities we desire, or hope to attain. (1874.)

Power of Vaccination over Small-pox.

When these duties of foresight have been carefully executed, even for a few years, the dealing with importations of small-pox into any locality has been found to be a matter of comparative ease, consisting mainly in the exercise of great vigilance with regard to the surroundings of each imported case. Again and again during the recent epidemic did instances come to my knowledge where the small-pox was thus arrested or controlled; and one I will cite because it relates to a place—the city of Exeter—in which, before the Vaccination Act of 1867 came into operation, vaccination had been greatly neglected, and which had in consequence suffered very severely in previous epidemics of small-pox. On an official inquiry into the state of vaccination in that city, which I made in 1861, I found as many as 158 out of 844 children in attendance at the public schools unvaccinated. Exeter had a very fatal epidemic of small-pox in 1850, a slighter one in 1861, and again a very severe one in 1864 and 1865. When the Vaccination Act, 1867, came into effect steps were at once taken which have led to the complete vaccination of all children born subsequently in the city, and of as many as could be found of children who had been born in the city previously, or who have migrated into it. On the extension, in 1871, of the recent epidemic into the west of England, it soon found its way to Exeter. An incessant look-out for each imported case was kept by the vaccination officer, and in every such case, whatever measures in the way of vaccination or revaccination were required for the protection of the immediately surrounding population were at once taken. The result was that, though small-pox was imported many times into the city, and on certain occasions spread to a limited extent among adults and children born before the Act of 1867 who could not be got hold of in time, the total deaths caused by it were only one in 1871, eight in 1872, and eleven in 1873. Having an opportunity of inquiring with regard to nine of the eleven deaths of 1873, I found that the whole of these were either in persons grown up or in children born before 1868, with the single exception of a child aged 2½ years not born in Exeter. Now, I believe that what was done here might be done under similar circumstances with the like results in every other place, and that in any and every locality where the current vaccinations are duly care for, any outbreak of small-pox may be brought speedily and easily in like manner under control. But if the duties of foresight have been omitted, and if accumulations of unvaccinated children have been allowed to take place, any such dealing with an outbreak, at least in a crowded city, becomes almost impracticable. (1874.)

Effectiveness—Revaccination.

The second, and scarcely less important, security is the performance of the vaccination always in the most complete and effective way. It is beyond doubt that, for want of this having been done some thousand of persons died of the recent epidemic who had believed themselves secure. And I fear that unless revaccination be adopted by our present adult population, and by our present adolescent population when they are grown up, to a much larger extent than has been done, there must in the next, and in succeeding epidemics of small-pox for some time to come, be a not inconsiderable amount of adult mortality. For (1) though, under the improvements which have been described as having been effected in the performance of public vaccination, the proportion of thoroughly vaccinated as compared with imperfectly vaccinated children must be year by year largely increasing, a long while must elapse before the result of this will be fully visible on the small-pox mortality, inasmuch as it is not, as a rule, till after puberty that small-pox mortality even in the imperfectly vaccinated is met with; and (2) it must be recollected that the manner of performing vaccination is only within the control of the Government so far as the public vaccination is concerned.

The most perfect infantine vaccination is not an *absolute* eventual security against fatal small-pox, any more than the having passed through an attack of small-pox is an *absolute* security; but after proper infantine vaccination death from small-pox is very rare. Many persons, however, who have been properly vaccinated in infancy may at times of epidemic prevalence of small-pox contract the disease, and though they would have it generally in a very modified way, and with little or no risk of life to themselves, they would, from their liability to spread the infection, be of danger to the community, and so far even as themselves only are concerned would of course prefer not to have the disease at all. Hence, even to the best vaccinated the additional security of revaccination at puberty is important, as giving all but complete safety from subsequent small-pox even of the mildest sort. But to all whose vaccination is other than the best (and it is certain that a considerable number of the present vaccinated adolescents and adults are in this position) revaccination is not merely important but highly necessary. In every aspect of the case it would indeed greatly conduce to the security of the public against future small-pox epidemics if some means could be taken for giving effect to a rule which I ventured to lay down some years ago, and of the practical importance of which each year's experience has more and more convinced me, that "the revaccination of persons as they reach about fifteen years of age should be as systematically done as is the vaccination of young infants." (1874.)

Working of Act—Experiments.

The Department continued during the year 1878 the administration of the National Vaccine Establishment. In compliance with your desire I described the operations of the establishment with somewhat more than usual detail, although there has been nothing exceptional in the year's work. The stations from which lymph is supplied to the establishment have, as usual, been visited systematically by Dr. Stevens. They have been found in excellent working order, and the vaccinators in charge of them have been found careful in the selection of lymph and in the processes required for its preservation. Furthermore, in accordance with now established practice, the lymph has been subjected, after its receipt at the office, to exact microscopical examination, with the result of eliminating a certain proportion of the supply which has appeared on one ground or another to be undesirable for distribution.

Charges of lymph have been distributed from the establishment to 9,590 applicants, being public vaccinators, private medical practitioners, and others described in Appendix No. 3. From those who have used the lymph, representations as to want of success with it have been received from less than 4 per cent.* Complaint of some untoward result attending the use of the lymph has been made by six out of the 9,590 recipients of the lymph. Each of these complaints has, according to the custom of the Department, been the subject of special inquiry. In one instance erysipelas had followed vaccination with the lymph; the evidence, however, did not point to the lymph as the cause of the erysipelas but suggested exposure to some local infection during the progress of the vaccination. In the remaining instances, where the complaint related to some irregularity in the course of the vaccination, inquiry was made as to other children who had been vaccinated with the same lymph, and in no instance did it appear that similar irregularity of result had been witnessed in the other children. Hence a strong presumption arose that the irregularity (which in no instance was a matter of serious importance to the health of the child vaccinated), was related rather to the previous state of health of the individual upon whom the operation was performed than to any peculiarity of the lymph distributed from the establishment.

No hint of a case of syphilitic disease connected with vaccination was heard of from any one of the 9,590 medical practitioners to whom the lymph was supplied. (1878.)

Animal

* These were, of course, failures with *preserved* lymph.

Animal Lymph.

The Medical Department was engaged during the year in the consideration of two questions relating to animal vaccination, the one pathological, the other administrative.

Dr. Klein was occupied at the Brown Institution, under the supervision of the Medical Officer, of Dr. Burdon Sanderson, and of Mr. Ceely of Aylesbury, in certain experiments which had for their object to settle a disputed point in the pathology of vaccinia; namely, whether or not it can be produced in bovine animals by inoculation of them with the lymph of human small-pox. At the end of the year Dr. Klein had obtained no affirmative result; though his operations had extended to the inoculation of sixteen heifers and fifteen milk cows; and though the lymph he used had been taken from cases of small-pox at various stages of the disease. It is intended, if opportunity serve, to continue the experiments further, and for the present it is not proposed to publish the details of the observations.

The Medical Officer in person made inquiry, during the autumn of 1878, into the use of vaccine lymph cultivated upon calves and employed in human vaccination at certain stations on the continent. From a memorandum which he prepared, but which is not a complete report on the subject, it appears that the difficulties which had at first been encountered in the transmission from animal to animal of lymph derived in the first instance from a natural source of cow-pox had practically ceased. Dr. Seaton was able to observe a considerable number of children upon whom vaccination had been performed with lymph taken direct from the calf after long transmission through the calf system, and he says of them that their vesicles were neither more nor less complete, though somewhat smaller in size, than the vesicles produced by like methods of operating with humanized lymph at the public vaccination stations of England. The chief difference between the two lymphs was in the degree of certainty with which a desired result could be produced. In the hands of an experienced operator with fresh *humanized* lymph in England, 2,996 children out of 3,000 were successfully vaccinated at the first attempt; and failure to produce a vesicle where it was intended to produce a vesicle occurred so rarely that, with a fair approach to certainty, every child obtained the whole result which the operation was intended to produce. On the other hand, according to Dr. Seaton's observations at Amsterdam and the Hague, vaccination done by very experienced operators, but with fresh *animal* lymph, showed two total failures out of ninety-one operations, and twenty cases out of the ninety-one where the number of vesicles had been less than half the number that the operator had endeavoured to produce. At Rotterdam complete success had been attained in only some 54 per cent. of children operated on. At Berlin 7 per cent. of total failures were recorded; and of the successful operations, complete success had been attained in much less than half of the children operated on. These failures to obtain complete results had in Berlin led to a large proportion of the children receiving an imperfect degree of protection against small-pox, and at Amsterdam and the Hague had led to the practice of making a much larger number of insertions than were regarded as necessary for protection against small-pox, merely because the operator expected that some of the insertions would fail.*

The following paragraphs from Dr. Seaton's memorandum bring into relief certain considerations that are often overlooked by those who have not studied the working of the English system, and who believe that England has only to follow the experience of Belgium to exchange her own excellent system for a better:—

"Anyone who is familiar with the practice of public vaccination in England will at once see the difficulties which would be met with in inducing parents first to allow their children to be submitted to ten punctures, instead of the four, five, or six which are usually employed in this country, and which under the use of the current lymph are quite sufficient to secure the number of vesicles desired, and secondly, to allow the performance in a considerable number of the cases of a second vaccination at the end of the day week, even supposing that this second vaccination could be relied on to make good what had been wanting in the first. It was the great object, steadily held in view, in the reorganization of the public arrangements for vaccination in England, that these should be such as would make the single performance of the operation as completely successful as in the nature of things a single infantine vaccination can be." * * * *

"From these notes respecting the success of animal vaccination in those countries of Europe in which I was able to inspect it on the present occasion, it will be seen how considerably inferior are its merits for effectually producing at once the needful protection against small-pox to that of the system at present in use in England. The substitution of certainty for uncertainty of success in the performance of vaccination was the great purpose of the re-organization of vaccination arrangements which took place in England, in consequence of the official inquiry in 1859-64 into the then state of vaccination in this country, a reorganization which had been and is working with the most satisfactory results. To admit into our system, and stamp with the sanction of Government as one of equal value, a plan to which the main objection is its uncertainty, would seem to me to be indeed an inconsistent and a retrograde step." * * * *

The practice of vaccination in Belgium does not, as might have been supposed from the statements often made, afford to the observer much opportunity of seeing for himself the direct action of animal lymph on the human subject, and of noting for himself its relative degree of success. Vaccination from the calf to the human subject was practised many years ago at Brussels at the Institut Vaccinal de l'Etat, as stated by me in my report for 1869 [12th Report of Medical Officer of Privy Council]; but this has long been discontinued, and the vaccination generally in the kingdom is carried on by vaccinators, public and private, from arm to arm. It is absurd therefore to speak, as is sometimes done, of vaccination from the calf to the arm as the Belgian National System.

"Thus the Department, in its concern with vaccination during 1878, was not content to know that the established arm-to-arm system was working extremely well and always with some improvement, but it was desirous of getting such information as it could obtain respecting the specialities and actual working of animal vaccination. The Department proposes, as occasion serves, to continue its researches in this direction. Opportunity for observing vaccinia in animals and the results of calf-vaccination on the human subject are not largely to be met with in England, and special arrangements for the further study of the subject in its various aspects may probably prove to be desirable. Meanwhile private establishments for the vaccination of children with animal lymph (if they should grow in this country, as they have grown in other countries, owing to some general demand for such lymph), can afford some of the opportunities of which the Department is in search." (1878.)

Objects of National Vaccine Establishment—Good Lymph Supply—Animal Vaccine Humanised.

The purpose of the National Vaccine Establishment is, as many medical practitioners need to be reminded, not the provision of indefinite supplies of lymph for the vaccination of each person who may require vaccination in a district or a medical practice, but the supply of such amount of lymph as shall suffice for the establishment of local "stocks," and for the replacement by lymph of a new stock and of undoubted efficiency, of any local stocks that may be found to be giving unsatisfactory results.

Having this purpose more especially in view, and desiring always to know whether there was any better lymph to be had for the use of the establishment than that which is selected from among the supplies furnished by the experienced public vaccinators who form the staff of the establishment, the Board caused examination to be made of the effects upon children of lymph which had been derived from the Animal Vaccine Institution of Brussels. Dr. Cory, of St. Thomas's Hospital, who officiates at the chief educational vaccination station of the metropolis, undertook this investigation for the Board, and his report forms Appendix A, No. 4, to this report. It will suffice in this place to say of Dr. Cory's results with Dr. Warlomont's lymph that in some respects they differed from those which he habitually obtains with long-humanized lymph; that there is no reason for preferring the results of the calf lymph; and that the humanized lymph had, in its arm-to-arm transmissions, the advantage over the calf lymph of showing greater uniformity of action.

Reference will presently be made to some experimental studies by Dr. Klein into the pathological relations of cow-pox and small-pox. (1879.)

Digest of Act.

The following return, which is the sixth annual return under the Vaccination Act, 1871, shows the continued successful working of that Act. Of 887,947 births returned to the Board by the several Vaccination Officers in England and Wales as registered during the year 1877, the number which, at the time the return was made, had been registered as successfully vaccinated was 766,824 (being 86·3 per cent. of the whole), and the number registered as having died before they could be vaccinated was 79,497 (or 8·9 per cent. of the whole). Of the remaining 41,626 children 926 (or 0·1 per cent. of the whole) had been registered as insusceptible of vaccination†; 118, or (0·13 per cent.) as having contracted small-pox before they could

* In this paragraph, vaccination with *absolutely fresh* lymph is alone spoken of. At Berlin, record had been kept (Klin. Wochenschr. 1878, No. 16), of the result of vaccinations with animal lymph that had been stored. Of such vaccinations, 18 out of 60, or 30 per cent., had been unsuccessful.

† This number does not include 96 births registered in the late Presteigne Union.

‡ The cases included under this heading are children, who being certified as having been three times unsuccessfully vaccinated, are no longer subject to the compulsory provisions of the law.

could be vaccinated; 6,681 (or 0·75 per cent.) as having their vaccination postponed by medical certificate, leaving 33,901 (or 3·8 per cent.) as removed, "not to be traced," or otherwise unaccounted for. If from the 887,947 births returned by these officers deduction of the deaths without vaccination be first made, it appears that of the surviving 808,450 children there were registered at the time of the return 94·85 per cent. as successfully vaccinated; 0·13 per cent. as either insusceptible of vaccination, or as having had small-pox; and 0·82 per cent. as under medical certificate of postponement; leaving 4·19 per cent. as at that time still unaccounted for as regards vaccination.

Of the 33,901 cases which this last per-centage represents, the very large majority were children who could not be found by the Vaccination Officers, usually because of the removal of the parents from the place of birth. In many districts the amount of removals without vaccination was unduly large, on account of delay on the part of the Vaccination Officer in instituting the inquiries which the Board's "Instructions to Vaccination Officers" direct. The remaining cases in the last column (with the exception of a certain number in which vaccination had really been performed successfully, but which could not be registered as vaccinated on account of the legal certificate of vaccination not having been received by the Vaccination Officer) were cases which at the time of the return were still unvaccinated in the union or district of birth. Local imperfections in administrative machinery were the main causes of this default, where it occurred. The number of cases in which non-vaccination was due to direct refusal on the part of parents to comply with the law when required to do so, constitutes, as usual, only a very small proportion of the cases entered in this column.

The results are still less complete in the metropolis than in the rest of the kingdom, and there is a slight falling off in the metropolitan returns for 1877 as compared with those for the previous year, the per-centage of cases unaccounted for having risen from 6·5 per cent. in 1876 to 7·1 per cent. in 1877. The per-centage in the rest of the kingdom, which was 4·0 in 1876, was 4·1 in 1877. Of the registered births of the six years 1872-7 the proportion not finally accounted for in regard to vaccination in each year respectively has been in the metropolis 8·8, 8·7, 8·8, 9·3, 6·5, and 7·1 per cent., while in the rest of the kingdom it has been only 4·5, 4·2, 4·1, 3·8, 4·0, and 4·1 per cent. In 1877 the proportion of cases unaccounted for, after deduction of the postponed cases, in the metropolis and in the rest of the kingdom, was 6·2 and 3·4 per cent. of births respectively. (1879.)

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

VACCINATION IN DARLINGHURST GAOL.

(CORRESPONDENCE.)

*Ordered by the Legislative Assembly to be printed, 16 August, 1881.**[Laid upon Table, in accordance with promise made in Answer to Question 2, Votes 24, Friday, 12th August, 1881.]*

SCHEDULE.

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No. 1.

The Principal Under Secretary to The Under Secretary of Justice.

Sir,

Colonial Secretary's Office, Sydney, 17 June, 1881.

In transmitting to you the enclosed copy of a letter from the Medical Adviser to the Government, recommending that the inmates and officers of all Government establishments be vaccinated, &c., I am directed by the Colonial Secretary to request that you will invite the Minister of Justice to have the goodness to cause the needful instructions to be given in the matter with regard to all establishments under his control.

I have, &c.,
CRITCHETT WALKER.

[Urgent.]

Inform heads of Subordinate Departments accordingly.—J.G.L.I., 17/6/81. The Comptroller General of Prisons to be instructed as regards prisons.—17/6/81. Comptroller General informed.—17/6/81.

[Enclosure.]

The Medical Adviser to the Government to The Under Secretary for Finance and Trade.

Sir,

I do myself the honor to recommend that instructions be given to the medical officers of all Government establishments, whether schools, reformatories, asylums, or gaols, to vaccinate the inmates and officers attached to the institutions; and that no one, whether a pupil teacher or other person, who comes from a dwelling in which there is a case of any kind of eruptive sickness be allowed to enter a school.

Sydney, 16 June, 1881.

I have, &c.,

H. G. ALLEYNE.

The Colonial Secretary.—J.W., 16/6/81. The Under Secretary, Colonial Secretary's Department.—G.E., 16/6/81 Appd.—H.P., 16/6/81.

No. 2.

The Under Secretary of Justice to The Comptroller General of Prisons.

Sir,

Department of Justice, Sydney, 17 June, 1881.

In transmitting to you the enclosed copy of a letter* from the Medical Adviser to the Government, which has been received from the Colonial Secretary's Department, recommending that the inmates and officers of all Government establishments be vaccinated, &c., I am directed by the Minister of Justice to request that you will have the goodness to cause the needful instructions to be given in the matter with regard to all establishments under your control.

I have, &c.,

W. E. PLUNKETT,
Under Secretary.

* See enclosure to No. 1.

No. 3.

General Orders issued by Prisons Department *re* Vaccination.

(General Order, 81-12.)

Department of Prisons, Comptroller General's Office, Sydney, 20 June, 1881.

In order to prevent the increase of small-pox in the Colony, the Gaolers are hereby directed to confer with the Medical Officers attached to their respective gaols, in order that all inmates and officers connected with the establishments may be vaccinated with the least possible delay. The utmost caution as to cleansing, and, if practicable, disinfecting process should be observed, under the direction and suggestions of the Visiting Surgeon.

HAROLD MACLEAN,
C. G. Prisons.

All gaols.

General Order, 81-13.

Department of Prisons, Comptroller General's Office, Sydney, 22 June, 1881.

REFERRING to the general order respecting vaccinations, it is directed, so far as officers are concerned, in view of the possibility of some proportion being temporarily thrown off duty, that in the established gaols the vaccination shall be at one time within one-fourth of the officers, the other vaccinations to follow, as the officers vaccinated are not to be relied upon for duty.

In the Police Gaols the warders only one at a time; the officers in charge of both description of gaols to report if they can find substitutes for any officers who may be temporarily disabled, or how far they can manage by extra duty for the remainder to meet the requirements without them.

HAROLD MACLEAN,
C.G. Prisons.

All gaols.

General Order, 81-14.

Department of Prisons, Comptroller General's Office, Sydney, 23 June, 1881.

THE Visiting Surgeons and other Medical Officers of Prisons should be informed that they should apply to the Superintendent, Vaccine Institution, Macquarie-street, Sydney, for all supplies of lymph required by them for public purposes.

HAROLD MACLEAN,
Comptroller General.

All gaols.

General Order.

Department of Prisons, Comptroller General's Office, Sydney, 15 July, 1881.

IN taking lymph from a prisoner or other person, to carry out the general order of 81/12, it is directed by the Medical Adviser that lymph taken from a person previously vaccinated should not be used.

All surgeon's accounts for vaccination services are to be sent in separate vouchers. The fees laid down for vaccination are in successful cases only 2s. 6d. a case, and 3s. 6d. for cases beyond five miles from residence.

HAROLD MACLEAN,
Comptroller General.

All gaols.

General Order.

Department of Prisons, Comptroller General's Office, Sydney, 23 July, 1881.

REFERRING to the order as to vaccination in prisons, it is further notified that when a person objects, on the ground of previous vaccination, and satisfies the medical attendant of the alleged fact, it will be for the medical attendant to exercise his own discretion as to the necessity for revaccination. It is desired to carry out the order of the Government by persuasion if possible; but when the medical attendant pronounces vaccination necessary, disobedience must, in the case of prisoners, be dealt with as a prison offence. No disobedience on the part of an officer or inmate of a prison by residence with an officer is anticipated.

HAROLD MACLEAN, C.G.P.

To all gaols.

No. 4.

No. 4.

The Matron, Darlinghurst Gaol, to The Principal Gaoler.

Sir,

Female Wing, Darlinghurst, 15 July, 1881.

It has been reported to me by Mrs. Costello that Miss Sullivan had been vaccinated from a woman named Susan Fisher, whom she said was enough to infect a nation, and that she had made her bathe and poultice her arm immediately after; also, that Miss Lynch had refused to be vaccinated from that woman, and that Miss Sullivan had felt so deeply about it that she had shed tears, and that the nurse, Mrs. Gourley, had looked significantly at Miss Sullivan to give her to understand that Fisher was not a fit person to be vaccinated from.

There has been evidently a great deal of idle talk and a strong feeling about this matter; and (you will pardon my plain speaking, I hope) if the sub-matron and warders are under an illusion in believing Miss Sullivan was vaccinated from a prisoner who had been suffering from a disease so loathsome that she had been prematurely confined in Darlinghurst Gaol in consequence of same, I think, to put an end to the uncomfortable feeling existing amongst them, it would be as well to have that illusion dispelled, for in the event of Miss Sullivan losing her health, supposing she ever does, no matter from what cause, it will in all probability be attributed to the vaccine taken from prisoner Fisher.

I am, &c.,
F. M. CHALLIS,
Matron.

[Enclosures.]

The Sub-matron to The Matron.

Madame,

I beg to state that Miss O'Sullivan came to me crying, and asked me what she would do with her arm. I told her to have it washed or poulticed.

Female Wing, 14 July, 1881.
Yours, &c.,
CATHERINE COSTELLO.

The Sub-matron to The Matron.

Madame,

I beg to state that Miss O'Sullivan came to me on the 5th of the present month, and said she was vaccinated with the lymph taken from prisoner Susan Fisher's arm. Mrs. Gourley was present, and said she gave Miss O'Sullivan a look at the time she was getting it done.

Female Wing, 14 July, 1881.
Yours, &c.,
CATHERINE COSTELLO.

Memo. by Mrs. Gourley.

I BEG to state that I was there when the doctor vaccinated Miss O'Sullivan with the lymph taken from prisoner Susan Fisher's arm and put into Miss O'Sullivan's arm on the 5th of the present month.

14 July, 1881.
MARY GOURLEY.

Miss O'Sullivan to The Matron.

Madame,

In answer to the explanation required of me, I beg to state that I was vaccinated on the 5th instant by Dr. O'Connor, the lymph being taken from a prisoner named Susan Fisher. I have been for some time under the impression that prisoner Fisher was suffering from a disease of some sort, and I came to the conclusion that she was not a fit person to be vaccinated from. I felt rather annoyed about it, and when I came back from the surgery I informed the Sub-matron of my getting the lymph from the prisoner Fisher. I said to the Sub-matron, "What shall I do?" She told me to go at once and wash and poultice my arm, which I did. My arm feels all right now. I did not tell the doctor what I had done. I am sure the doctor was very kind and attentive to me.

Darlinghurst Gaol, 14 July, 1881.
Yours, &c.,
ANNIE O'SULLIVAN.

The Principal Gaoler to The Comptroller General of Prisons.

I WOULD beg leave to suggest that the Comptroller General will investigate this matter at his earliest convenience, as the rumour is current and calculated to bring vaccination into abhorrence.

If the woman Fisher has suffered from the loathsome disease to which low prostitutes of her class are subject, and lymph has been taken from her to vaccinate the female warders and others, no comment is needed from me; but if the allegation is unfounded, the sooner it is dispelled the better.

J. C. READ, P.G.

The Comptroller General of Prisons.—B.C., 15/7/81. It appears to me that, before any other step is taken in this matter, the Visiting Surgeon should see these papers, and make such remarks as they appear to call for.—H.M'L. The Principal Gaoler.—B.C., 15/7/81. Report herewith.—J.C.R., P.G. The Comptroller General of Prisons, B.C., 18/7/81.

No. 5.

The Visiting Surgeon, Darlinghurst Gaol, to The Comptroller General of Prisons.

Sir,

Darlinghurst Gaol Hospital, 18 July, 1881.

In replying to the serious and unexpected charge made against me, viz., "knowingly vaccinating Miss O'Sullivan from a person suffering from a 'loathsome disease,'" permit me to offer the following remarks, which I trust will dispel the "illusion," or rather "delusion," that certain officials are labouring under.

In the first place, Susan Fisher has been under my care in the Gaol hospital on only two (2) occasions, and then she was suffering from miscarriages, which, in my humble opinion, did not originate directly or indirectly from any constitutional disease, nor did she ever exhibit symptoms of the "loathsome disease" to which Mr. Read invites attention; on the contrary, I believe that there is no healthier inmate of Darlinghurst Gaol than the prisoner in question. On the date of verification after vaccination in her case, seeing that the operation had succeeded, and that the lymph yielded was of the best quality, I offered to vaccinate some of the female warders, and Miss O'Sullivan submitted without the slightest demur (as her attached report to me will show)—the result being that her case was quite successful. I have also vaccinated over twenty persons from Susan Fisher, all of whom have resulted satisfactorily, and I myself would not have the least hesitation in being inoculated with the same lymph; and if certain superior officials, instead of going outside the Gaol to be vaccinated had been inoculated from Susan Fisher, they probably would not have had occasion to express their abhorrence of vaccination, and certainly would have experienced

experienced more satisfaction as far as their bodily comfort was concerned, besides avoiding the very bad example and tendency to subvert all regular discipline likely to ensue from their injudicious proceeding.

With reference to the Matron's report, Miss O'Sullivan (to whom I do not attach the slightest blame in the matter) assures me that she had not the least idea of making any complaint, and being the one interested was greatly surprised that a few chance words that dropped from her should have been made the pretext for an attack upon me and my department.

It is now two years since Mrs. Challis, in conjunction with Mr. Read and others, were pleased to censure my conduct bitterly, because, for very good reasons, I declined to agree with them in recommending the release of a prisoner named Isabella O'Brien, who by the way did infinite credit to their humane recommendations. Ever since that affair (as you can easily verify by reference to past correspondence) I have been the subject of attacks based on the most frivolous grounds, and the recipient of gratuitous insults at the hands both of Mr. Read and Mrs. Challis.

On reference to the prison rules I find—1st. "That any official making a charge will be expected to substantiate and prove it." 2nd. Any subordinate making a complaint or charge against a superior official on frivolous grounds will be held accountable. Now, I submit that Mrs. Challis has infringed both of those rules, and Mr. Read one of them.

Mr. Read's proper course to pursue would have been to consult with me before creating such an uncalled-for disturbance, and it probably would never have reached you, as I most certainly consider that Mr. Read ought to feel himself capable of dealing with such trivial cases without making it an official controversy.

In conclusion, I may remark that Mr. Read does not seem to have quite appreciated the extreme gravity of the charge that he brought against me—a charge so serious that I should have been quite justified in appealing to the Colonial Secretary, but that knowing the very great and unnecessary trouble which is continually being given you about this department (the medical), I do not wish to cause any further unpleasantness. For this forbearance I neither expect nor desire thanks from the officials I have before alluded to, only I think it as well to remind them that human patience has its limits, and that a little more of this petty warfare on their part will culminate in some very decided step on my part.

I have, &c.,

MAURICE J. O'CONNOR,

Visiting Surgeon.

P.S.—Accompanying this are reports from Mr. Stapleton, Miss O'Sullivan, and Mrs. Gourley (Hospital nurse).—M. J. O'CONNOR.

[Enclosures.]

Sydney Gaol, 18 July, 1881.

THOMAS STAPLETON, dispenser, reports that he was present when the Visiting Surgeon vaccinated Miss O'Sullivan, a female warder, with lymph taken from the arm of Susan Fisher, a prisoner, and that Miss O'Sullivan did not offer any objection at being vaccinated with the said lymph.

He also reports that during the last eighteen months the prisoner Susan Fisher has only been twice under medical treatment, viz., March 31, 1880, and March 6, 1881, when she was admitted to hospital, and on each occasion delivered of a still-born child; she recovered rapidly on both occasions, remaining in hospital only nine days. He considers her to be one of the healthiest prisoners in the gaol.

The Visiting Surgeon.

THOS. STAPLETON,
Dispenser.

Sir,

I beg to state, in reference to my being vaccinated, that on that day of undergoing that operation, and when at the surgery for that purpose, prisoner Susan Fisher was there, and the lymph being taken from her I was inoculated with it. I did not object to it at the time, as I was very nervous, but when I came out, and after a little reflection, I felt annoyed, as I thought Fisher might not be a clean woman. My arm feels very well now, and after making inquiries, and being quite recovered, I feel satisfied that I did not receive impure lymph, as the woman was a long time in prison at the time, and I believe was in a good state of health.

Darlinghurst Gaol, 15 July, 1881.

Respectfully yours,

ANNIE O'SULLIVAN.

16 July, 1881.

Sir,

I beg to state that I have known the woman prisoner Susan Fisher these two years, and never knew her to have any disease, and I believe her to be as healthy a woman as there is in the gaol.

Your obedient servant,

MARY GOURLEY,

Nurse of the Female Hospital.

I do not think it worth while to make reply to Dr. O'Connor's attack and threat in his report, as no doubt it will be investigated, and I trust that I will not have long to submit to such unwarrantable assertions.

J. C. READ,

Principal Gaoler.

18/7/81.

No. 6.

Minute of Comptroller General of Prisons.

I do not see any occasion for an investigation in this matter. No further information is likely to be obtained, and the facts are simple.

From the report of the Visiting Surgeon and papers attached, there seems to be every reason to believe that the woman Fisher was a healthy and proper subject, and any uneasiness on the part of those vaccinated from her may be dispelled.

At the same time, it does certainly present itself to my mind that, looking to the life led by the prisoner, as evidenced by her repeated (thirty-three) convictions, it is natural that a feeling of distrust should be engendered, and in that sense I think that it is to be regretted that she was made the subject whence to derive lymph.

As regards the correspondence, I can only, as on a previous occasion, express my regret at the attitude of officers in whose co-operation the service of the establishment is so dependent.

In dealing with such matters, I take it to be my part to confine my attention to the facts brought before me, and not to complicate them by viewing questions of feelings or motives, which in a general way, I am of opinion, should be left out of official correspondence.

The Principal Gaoler, for his information. A copy has been sent to the Visiting Surgeon.

HAROLD MACLEAN,

Comptroller General.

20/7/81.

No. 7.

No. 7.

The Principal Gaoler, Darlinghurst Gaol, to The Comptroller General of Prisons.

Sir,

Sydney Gaol, 18 July, 1881.

I have the honor to forward herewith the history and particulars of prisoner Susan Fisher (convicted thirty-three times), from whom the lymph was taken which was used to vaccinate Miss O'Sullivan, a warder, and others here. (See previous papers sent in.)

I have, &c.,

J. C. READ,

Principal Gaoler.

PARTICULARS of conviction and prison history of Susan Fisher, a prisoner in Sydney Gaol :—Susan Fisher, alias Connors ; born at Sydney, in 1849 ; convicted at Quarter Sessions, Sydney, on 30th July, 1880, for stealing from the person and receiving ; sentenced to two years hard labour, Maitland Gaol, by Judge Dowling. Recommendation or remarks :—Guilty, convicted with Alice Leybourne.

Previous convictions.

Where.	When.	Offence.	Sentence.
Central Police Office	10 Mar., 1864	Vagrancy	1 month c.
Do.	29 April, "	Riotous	48 hours c.
Do.	22 June, "	Vagrancy	1 month c.
Do.	29 Sept., "	do.	7 days c.
Do.	7 Dec., "	do.	7 "
Do.	19 " "	do.	1 month c.
Do.	7 April, 1865	Disorderly	7 days c.
Do.	5 May, "	do.	7 "
Do.	27 " "	Riotous	1 month c.
Do.	18 Aug., "	Disorderly	48 hours c.
Sydney Quarter Sessions	2 April, 1867	Stealing	18 months c.
Summary	7 Nov., 1868	Disorderly	3 days c.
Do.	8 Mar., 1869	Riotous	7 "
Do.	7 June, "	Drunk	3 "
Do.	10 Dec., 1870	do.	7 "
Do.	4 June, 1871	Disorderly	7 "
Do.	16 May, "	Stealing	14 days c.
Do.	17 June, "	Vagrancy	7 "
Do.	31 Aug., "	Assaulting a child	3 "
Supreme Court, Sydney	14 Nov., "	Stealing from the person	Acquitted.
Summary	19 April, 1872	Riotous	7 days c.
Sydney Quarter Sessions	3 Feb., 1873	Assault, unlawfully cutting and wounding.	Acquitted.
Summary	14 April, 1874	Assault	14 days c.
Do.	21 Oct., "	Obscene language	7 "
Do.	23 Nov., "	Drunk	7 "
Do.	19 Jan., 1875	Riotous	4 "
Do.	15 Mar., "	Obscene language	3 months c.
Quarter Sessions, Sydney	8 Oct., "	Stealing from the person	Acquitted.
Central Police Court	8 Nov., "	Obscene language	1 month c.
Do.	17 Feb., 1876	do.	7 days c.
Do.	8 May, "	Common prostitute	1 month l.
Sydney Quarter Sessions	19 Dec., "	Stealing two rolls of tweed	Acquitted.
Do.	1 June, 1877	Stealing from the person	do.
Central Police Court	23 Aug., "	Obscene language	3 days c.
Water Police Court	30 Oct., "	do.	14 "
Sydney Quarter Sessions	29 Jan., 1878	Stealing from the person	18 months l.
Do.	3 Oct., 1879	do.	Acquitted.
Water Police Court	30 " "	Common prostitute	6 months l.

Prison history :—In the Gaol at Maitland from 15th August, 1880, to 8th January, 1881.....Nil.

Punishments.

Where.	When.	Offence.	Punishment.
Maitland Gaol	6 Jan., 1881	Disorderly in cell	24 hours cells.

General conduct in Gaol :—Generally good.

Sydney Gaol, 16th July, 1881.

J. C. READ,

Principal Gaoler.

No. 8.

The Principal Gaoler to The Comptroller General of Prisons.

Sir,

Darlinghurst Gaol, Sydney, 22 July, 1881

I have the honor to report that prisoner Annie Jones was brought before the Visiting Magistrate yesterday, and sentenced to seven days cells for refusing to be vaccinated.

Mary Ann Thompson was locked up for refusing to be vaccinated, but subsequently, on her expressing to me her willingness to submit, I sent word to request the doctor to be kind enough to vaccinate her at once, before the arrival of the Visiting Magistrate, but he positively refused to do so until the woman was taken before the Magistrate and punished, which I cannot see the necessity of, as she has submitted and not caused trouble, as the first-mentioned prisoner did.

I.

I was glad to get Thompson to agree to be vaccinated, as her sentence will expire on the 24th, and all the punishment she could receive would not be very deterrent to her—through the delay she will probably escape the operation altogether.

Report from the Matron and warder (Mrs. Cunningham) herewith.

I have, &c.,
J. C. READ,
Principal Gaoler.

[Enclosures.]

The Matron to The Principal Gaoler.

Mary Ann Thompson, 24 years of age, seven days confined.

Sir, Female Wing, Darlinghurst, 21 July, 1881.
The prisoner named in the margin was taken to the doctor this morning by warder Mrs. Cunningham, who told him the Principal Gaoler had expressed a wish that this prisoner should be vaccinated, as her sentence expired on Sunday morning. She came back and reported to me the doctor would not vaccinate her, but wished her brought before the Magistrate and punished for refusing to be done before.

I am, &c.,
F. M. CHALLIS.

Mrs. Cunningham to The Principal Gaoler.

Sir, 22 July, 1881.
I beg to state I brought prisoner Mary Ann Thompson round to the doctor in the surgery on the morning of the 21st for to be vaccinated, and the doctor said he wished the prisoner to be brought before the Magistrate and punished, as she refused before.
MARY G. CUNNINGHAM.

Referred to the Visiting Surgeon. There appears to be difficulty with some prisoners on the question of vaccination, but I am inclined to think that when they are disposed to submit, punishment should be avoided, unless absolutely required for example.—H.M.L.

The Principal Gaoler. B.C., 22/7/81. I consider that either punishment or reprimanding was absolutely necessary in their cases. I intend to vaccinate Mary Ann Thompson before expiration of sentence.—M. J. O'CONNOR, Vis. Surg., 22/7/81.

Forwarded to the Comptroller General. The prisoner was vaccinated previous to her discharge yesterday morning, and was detained in the cells till discharged. I think this was sufficient punishment.—J.C.R., P.G., 25/8/81. The Comptroller General. Seen.—H.M.L., 25/7/81.

No. 9.

The Principal Gaoler, Darlinghurst, to The Comptroller General of Prisons.

Annie Jones.

Sir, H.M. Gaol, Sydney, 26 July, 1881.
I have the honor to inform you that the prisoner named in the margin was brought before the Visiting Justice on the 21st instant, for refractory conduct and refusing to be vaccinated, and sentenced to seven days cells. The Visiting Magistrate suggested that she be put under restraint and vaccinated; and as she still refuses, will you be good enough to inform me if this will be done.

I have, &c.,
J. C. READ,
Principal Gaoler.

[Enclosure.]

PARTICULARS of conviction and punishments of Annie Jones, a prisoner in Sydney Gaol:—Annie Jones; born in London, 1855; convicted at Central Police Office, 4 July, 1881; offence, obscene language; sentenced to three months' imprisonment, by Justice J. W. Lees.

Previous convictions.—Repeatedly convicted of drunkenness and vagrancy.

Punishments:—

Where.	When.	Offence.	Punishment.
Sydney Gaol	13 May, 1881	Refusing to attend Divine Service	3 days cells.
	26 " "	Singing and whistling, and using obscene language	4 " "
	11 July, " "	Disorderly and obscene language	7 " "
	25 " "	Refusing to be vaccinated, and obscene language	7 " "
	28 " "	Refractory—refusing to be vaccinated	3 " "

General conduct in gaol, bad.

J. C. READ,
Gaoler.

Sydney Gaol, 26 July, 1881.

I am loth to resort to the course suggested. If she still refused, she should be charged afresh.—H.M.L. The Principal Gaoler, B.C., 26/7/81. Seen.—M. J. O'C., Vis. Surg., 27/7/81.

The prisoner was brought before the Visiting Justice (Mr. Stewart, acting for Mr. Chatfield), and sentenced to three days cells, this morning, for refractory conduct and persistently refusing to be vaccinated. The prisoner says she will die rather than submit.—J.C.R., Principal Gaoler. The Comptroller General of Prisons, B.C., 28/7/81.

No. 10.

Parliamentary Question.

Thursday, 4th August, 1881.

7. MR. BUCHANAN to ask THE COLONIAL SECRETARY,—Does the Government enforce vaccination upon all Government Officials as well as all prisoners in our Gaols?

With reference to letter of the 17th June last, will Mr. Maclean kindly say what has been done to carry into effect the instructions therein conveyed.

Information desired in connection with above question, and reply to be given.

The Comptroller General of Prisons.—B.C., 4th August, 1881.

W. E. PLUNKETT.

The order for vaccination has been and is being duly observed by the Prison officers. No occasion for enforcing the order has arisen.—HAROLD MACLEAN, Comptroller General. 4/4/81.

7

No. 11.

Minute of Minister of Justice.

It is directed that compulsion must not be used to enforce vaccination in the gaols, and there must be no punishment for refusal to submit to vaccination.—J.G.L.L., 5 August, 1881. The Comptroller General of Prisons, B.C., 5/8/81.

No. 12.

The Under Secretary of Justice to The Comptroller General of Prisons.

Sir,

Department of Justice, Sydney, 5 August, 1881.

In reference to the enclosed copies of papers,* the originals of same having been left at this Department by a gentleman from your office, I am directed by the Minister of Justice to inform you that compulsion must not be used to enforce vaccination in the gaols throughout the Colony, and that there must be no punishment for refusal on the part of persons to submit to vaccination.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

* See papers Nos. 13 and 14.

No. 13.

Telegram from Comptroller General of Prisons, East Maitland, to Prisons Department, Sydney.

SHOW Under Secretary of Justice last modifying order as to vaccination. Prepare a general order, conveying, in their own terms, instructions as to non-compulsion, and get approval. Say I am of opinion that new order should be marked "confidential," to be shown only to Visiting Justices and Surgeons; but follow Mr. Plunkett's directions. Instruct established gaols by telegraph—Darlinghurst at once. I leave for Tamworth to-morrow. Show this to Mr. Plunkett.—5/8/81.

No. 14.

Further general order issued by Prisons Department *re* Vaccination.

Department of Prisons, Comptroller General's Office, Sydney, 6 August, 1881.

To be shown to Visiting Justices and Surgeons only.

It is directed that compulsion must not be used to enforce vaccination in the gaols.

HAROLD MACLEAN.

The above order was sent by telegram to the following gaols:—

Sydney.	Mudgee.	Dubbo.	Port Macquarie.
Parramatta.	Tamworth.	Forbes.	Queanbeyan.
Bathurst.	Wagga Wagga.	Glen Innes.	Singleton.
Berrima.	Bega.	Gundagai.	Tenterfield.
Maitland.	Bingera.	Gunnedah.	Windsor.
Goulburn.	Bourke.	Grenfell.	Wentworth.
Albury.	Braidwood.	Hay.	Wellington.
Armidale.	Cooma.	Inverell.	Warialda.
Deniliquin.	Campbelltown.	Muswellbrook.	Wollongong.
Grafton.	Casino.	Murrurundi.	Walgett.
Yass.	Coonamble.	Narrabri.	Wilcannia.
Young.	Coonabarabran.	Orange.	

No. 15.

Minute of Comptroller General of Prisons.

HAS the prisoner Jones, who refused to be vaccinated, persisted in her refusal and not been vaccinated?
The Principal Gaoler.

H. M'L.

12/8/81.

She has not been vaccinated. After serving the first sentence of seven days cells, she was again charged with refusing, and sentenced to three days further punishment, from which the Visiting Surgeon released her, as re-vaccination in her case was not thought necessary.—J. C. READ, Principal Gaoler, 12/8/81. The Comptroller General.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

VACCINATION IN DARLINGHURST GAOL.

(FURTHER CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 24 August, 1881.

The Comptroller General of Prisons to The Under Secretary of Justice.

Department of Prisons, Comptroller General's Office,
Sydney, 17 August, 1881.

Sir,

I have the honor to forward, for the information and consideration of the Minister of Justice, an important letter upon the subject of vaccination in Darlinghurst Gaol, which has just been placed in my hands by the Visiting Surgeon.

It would seem to be evident that without compulsion vaccination cannot be proceeded with in Darlinghurst, nor probably in the other prisons of the Colony.

In view of the serious public danger indicated by the Visiting Surgeon, it might perhaps be deemed desirable to provide for compulsion by legislation.

I think it right to call attention to the most serious departmental difficulties in the disposal of prisoners that would arise, in the event of Darlinghurst and other prisons being quarantined, should an outbreak of small-pox occur therein.

I have, &c.,

HAROLD MACLEAN,
Comptroller General.

[Enclosure.]

The Visiting Surgeon, Darlinghurst Gaol, to The Comptroller General of Prisons.

Sir,

Darlinghurst Gaol Hospital, 16 August, 1881.

In view of the anxiety felt concerning the probable spread of small-pox, it appears to me that I should not be properly fulfilling my duty if I did not bring the following facts under your observation. I have been more particularly induced to do so because, in consequence of the last departmental order, vaccination is practically at an end in the gaol.

1st. Darlinghurst Gaol is, as you are aware, of limited area, very limited, considering the number of inmates it has to accommodate; it is the centre of a well populated district (a great many houses being merely separated from it by the width of a narrow street), a portion of which is considered eminently healthy, while yet another portion is quite the opposite, in respect of situation, drainage, &c.

I have several times commented on the crowded state of the prison, and I may again remark that the number of inmates who may be described as long-sentenced criminals is about 500, while the casual inhabitants are no less than between eight and ten thousand yearly. As you will readily observe, it is from this latter class that the greatest danger is to be apprehended. Its members are habitués of the lowest, filthiest, and most disease-engendering purlieus of Sydney, just where small-pox is most likely to arise. The majority of them have never been vaccinated, and it is not likely that, knowing they are at perfect liberty to refuse vaccination, they will submit to an operation that entails the slightest inconvenience. It is known that the highest and most generally accepted authorities on the subject are agreed concerning the utility of vaccination, and the comparative exemption from disease that it bestows; and in a place like this institution, and at a time when it is considered highly probable that small-pox will continue to spread, it seems to me that the operation is an absolute necessity. If by means of this current population the disease should be introduced into the gaol without even the check that vaccination could impose on it, the results would be simply terrible—Darlinghurst Gaol would have to be quarantined, the influx of prisoners would of necessity be checked, the infection would beyond a doubt spread in one direction, viz., through the low-lying, crowded, and badly-drained streets, between the back of the gaol and Glenmore Road; in another, through the still worse condition of portions of Woolloomooloo.

Again, in addition to small-pox, there would be the chance, not at all problematical, of gaol fever, and all this with the warm weather rapidly approaching. In a word, this gaol would become the fruitful nucleus of a pestilence that would devastate the whole city. In conclusion, I wish it to be understood that I do not think of attaching the slightest blame to those officers who declined to submit to vaccination: they simply availed themselves, and were justified in doing so, of the choice given them, not understanding the very serious issues.

I have, &c.,

MAURICE J. O'CONNOR,

Visiting Surgeon.

P.S.—Since the receipt of the last instructions all prisoners have refused to be vaccinated, also the officials with the exception of one overseer.—M.J.O'C.

Minute of Minister of Justice.

[Urgent.]

Vaccination in Darlinghurst Gaol.

I HAVE, in a personal interview with the Comptroller General of Prisons, conveyed to him an expression of my strong disapprobation of the recent proceedings in reference to vaccination in the gaol, both as to the resorting to compulsion and also as to the extreme indiscretion on the part of the Medical Officer, Dr. O'Connor, in vaccinating any person with lymph procured from the prisoner Susan Fisher. I feel reluctantly constrained to place on record my disapprobation.

I cannot understand how Mr. Maclean can have so construed my letter of the 17th of June as a positive order to violate the law. Mr. Maclean has explained to me that, as prisoners to a certain extent must be subject to prison discipline in matters dealt with by regulation, such for instance as the cropping of their hair, compulsory bathing, the wearing of prison clothing, the compulsory taking of medicines, &c., &c., he regarded vaccination as coming within the same general category, and hence looked upon my letter as warranting him in treating as a breach of prison discipline a refusal on the part of a prisoner to submit to vaccination if deemed necessary by the Medical Officer. But this explanation, though not wholly undeserving of consideration, is not satisfactory; and, in a question of so much importance, Mr. Maclean should have referred to me before proceeding to the extreme measure of issuing his general order of the 23rd July. That order, which certainly should never have been issued, was, I much regret, not submitted to me for approval, and on the first intimation that I received that any compulsion was being resorted to, I immediately issued my minute of the 5th August, peremptorily forbidding compulsion or punishment for refusal to submit to the operation.

I feel the more regret in writing this censure of Mr. Maclean, as I have every reason to esteem him as a most valuable public servant.

With regard to the conduct of Dr. O'Connor I cannot but express my strong disapproval. Although, apparently, no bad results have followed, I cannot but regard as a most grave indiscretion his using the lymph from such a prisoner as Susan Fisher. His refusal, subsequently, to vaccinate the prisoner Mary Ann Thompson—even after she had expressed her willingness to undergo the operation—unless she was punished or reprimanded, is, in my opinion, conduct calling for severe censure.

J.G.L.I.

Let a copy of this minute be forwarded to the Comptroller General, and also to Dr. O'Connor.—J.G.L.I., 18/8/81. Prepare letter to accompany copy for the Comptroller General of Prisons, and for Dr. O'Connor.—W.E.P., 19/8/81.

The Under Secretary of Justice to The Comptroller General of Prisons.

Sir,

Department of Justice, Sydney, 19 August, 1881.

18/8/81.

With reference to recent correspondence, &c., respecting the vaccination of officials and prisoners in Darlinghurst Gaol, I am directed to transmit to you the enclosed copy of a minute which has been written by the Minister of Justice upon the subject.

I have, &c.,

W. E. PLUNKETT,

Under Secretary.

[Similar letter addressed to Dr. O'Connor.]

The Visiting Surgeon, Darlinghurst Gaol, to The Under Secretary of Justice.

Sir,

Darlinghurst Gaol, 22 August, 1881.

In reply to your letter of the 19th instant, I have the honor to offer the following explanation respecting vaccination from Susan Fisher, and to remark, in connection therewith, that if I had the slightest idea my memorandum on the subject would have been required before Parliament, I would have made it as explicit as I intend to do now.

When I received written instructions to vaccinate all prisoners and officials in Darlinghurst Gaol, I applied to Dr. Egan for lymph. At that time there was a scarcity of it in Sydney, and I had to wait some time before the Doctor could supply me with even a limited quantity, sufficient to vaccinate only a small number of persons; amongst those vaccinated were Susan Fisher and Miss Sullivan.

On the date of verification I found that the operation had not succeeded in the case of Miss Sullivan, but with Susan Fisher it was quite successful, and also in the case of the other prisoners (seventeen in number) it yielded satisfactory results. I examined every one of them, and found that Susan Fisher was the healthiest. Moreover, it was the first time that she was vaccinated, and as I had no lymph I selected her. I knew nothing whatever of her previous career more than that she arrived from Maitland Gaol a considerable time ago with a favourable report on her state of health from Dr. Spink. Since then she has been in hospital on only *one* occasion, suffering from a miscarriage. I examined her

her carefully, and found, from her own statement and a careful personal examination, that she was not suffering from syphilis, nor did she exhibit symptoms of having ever suffered from that disease. Miss Sullivan never objected to be vaccinated; her case was quite successful, as well as the others who received lymph from Susan Fisher. Even supposing for a moment (which was not the case) that Susan Fisher was suffering from syphilis, the greatest authorities on the subject are agreed that it is impossible to transmit disease by vaccination. Mr. Jonathan Hutchinson, Senior Surgeon to London Hospital, Mr. George Cooper, Sir James Paget, and Dr. Reynolds, in England, Messieurs Cullerier and Tanpin in France, and Herr Hein in Germany, after careful observation and experiments, deny that syphilis can be transmitted from one individual to another by means of vaccine lymph, and the *Lancet*, dated February 1st, 1873, endorses their opinions. At the time I received instructions to vaccinate, it was highly probable that small-pox might be introduced into this gaol; and as Medical Officer to the establishment I was expected to afford as much protection as possible to the inmates against the possibility of infection, and the only manner in which I could do so was by vaccination; consequently unless I could generate a sufficiency of lymph within the gaol, vaccination would practically be an end, and I could not carry out the instructions received. Again, the most effective mode of vaccination is, if possible, to inoculate from arm to arm.

With reference to the case of Mary Ann Thompson, she refused in a most impertinent manner and in the presence of a number of other prisoners to be vaccinated

Dr. Stapleton (the dispenser) was present at the time. The female warder in charge was directed by me to bring her before the Visiting Magistrate and have her reprimanded, and that I would vaccinate her afterwards. If such a course were not pursued, all the other prisoners would have acted in a similar manner, the discipline of the gaol would be at an end, I would have probably been reported for encouraging insubordination, and my instructions to vaccinate could not have been complied with.

Enclosed I beg to forward copies of correspondence between the Chief Medical Adviser to the Government and myself on this subject.

I have, &c.,

MAURICE J. O'CONNOR,
Visiting Surgeon, Darlinghurst Gaol.

[Enclosures.]

The Visiting Surgeon, Darlinghurst Gaol, to The Medical Adviser to the Government.

Dear Sir,

Darlinghurst Gaol, 16 July, 1881.

I have vaccinated all the prisoners in Darlinghurst Gaol, excepting those whose sentences do not exceed seven days, and some of the latter object to be inoculated, on the ground that they will not be able to follow their usual occupation (generally laborious) on being discharged from gaol.

Will you be good enough to instruct me whether I shall vaccinate them or not, as in my opinion this class of prisoners is the most likely to introduce small-pox into this establishment.

Yours truly,

MAURICE J. O'CONNOR.

The Medical Adviser to the Government to The Visiting Surgeon, Darlinghurst Gaol.

Dear Sir,

Sydney, 17 July, 1881.

In reference to your note of the 16th instant, I have to say that it is equally necessary that the short-sentenced prisoners should be vaccinated as those detained for longer periods. There should be no exception on the grounds of the length of their sentences.

Yours truly,

H. G. ALLEYNE.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

VACCINATION IN DARLINGHURST GAOL.

(FURTHER CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 25 August, 1881.

The Colonial Secretary to F. N. Manning, Esq., M.D., L. H. J. Maclean, Esq., M.D., M.R.C.P.L., Owen Spencer Evans, Esq., M.R.C.S.E., and George Fortescue, Esq., M.B., M.R.C.S.E.

Gentlemen,

Colonial Secretary's Office, Sydney, 24 August, 1881.

I am desirous of obtaining your services, on behalf of the Government, to visit Darlinghurst Gaol and examine and report upon the state of health of the prisoner named in the margin.

I desire that your examination should be conducted quite independently of the Visiting Surgeon of the Gaol, and should be specially directed to the following points of inquiry:—

- (1.) The present state of health of the prisoner.
- (2.) Whether she is a person of sound constitution, physically and otherwise.
- (3.) Whether vaccinating other persons with lymph from Susan Fisher was, in your judgment, attended with the danger of communicating disease to the person so vaccinated.
- (4.) Whether, so far as you can ascertain, the Visiting Surgeon had difficulty in obtaining lymph, as stated in his letter of the 22nd August herewith.*

Susan Fisher,
sentenced to two
years hard labour
in gaol.

Although these several points are submitted for your special consideration, you will be good enough to extend your inquiries in any other direction which may seem to you desirable, to enable you to report to the Government, in the fullest manner, on the facts of the case as disclosed in the accompanying papers.

Correspondence
respecting vacci-
nation in
Darlinghurst
Gaol.
Do. do. further
correspondence.

I have, &c.,
HENRY PARKES.

F. Norton Manning, M.D., L. H. J. Maclean, M.D., M.R.C.P.L., Owen Spencer Evans, M.R.C.S.E., G. Fortescue, M.B., M.R.C.S.E., to The Colonial Secretary.

Sir,

H. M. Gaol, Darlinghurst, 25 August, 1881.

In accordance with instructions contained in your letter of the 24th instant, we do ourselves the honor to report that we have this day visited H. M. Gaol, Darlinghurst, and examined Susan Fisher, a prisoner therein.

We are of opinion that the present state of health of Susan Fisher is very good, that she is unusually robust and naturally of a sound constitution, that she is free from all marks of venereal disease past or present, and that there was no danger of communicating disease to persons vaccinated from her. From inquiries we have made, and from our personal experience, we are aware that there was considerable difficulty in obtaining lymph at the time the vaccination at Darlinghurst Gaol was in progress.

We have, &c.,

F. NORTON MANNING, M.D.
L. H. J. MACLEAN, M.D., M.R.C.P.L.
OWEN SPENCER EVANS, M.R.C.S.E.
G. FORTESCUE, M.B., M.R.C.S.E.

* See page 2 of Further Correspondence relating to Vaccination in Darlinghurst Gaol, laid upon the Table of Legislative Assembly on 24th instant.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

VACCINATION.
(FURTHER CORRESPONDENCE RESPECTING.)

Ordered by the Legislative Assembly to be printed, 9 September, 1881.

[Laid upon Table in accordance with promise made in answer to Question 4, Votes No. 38, Wednesday, 7 September, 1881.]

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No. 1.

Dr. Alleyne to The Under Secretary for Finance and Trade.

Sir,

Sydney, 16 June, 1881.

I do myself the honor to recommend that instructions be given to the medical officers of all Government establishments, whether schools, reformatories, asylums, or gaols, to vaccinate the inmates and officers attached to the institutions; and that no one, whether a pupil-teacher or other person, who comes from a dwelling in which there is a case of any kind of eruptive sickness, be allowed to enter a school.

I have, &c.,

H. G. ALLEYNE.

The Colonial Secretary.—J.W., 16/6/81. The Under Secretary, Colonial Secretary's Department.—B.C., G.E., 16/6/81. Appd.—H.P., 16/6/81. Issue instructions to various Departments at once.—C.W., 16/6/81. The Under Secretary for Finance and Trade.—B.C., C.W., 18/6/81.

No. 2.

The Principal Under Secretary to The Inspector General of the Insane.

Sir,

Colonial Secretary's Office, Sydney, 17 June, 1881.

The Medical Adviser to the Government having recommended that the inmates and officers of all asylums and other Government establishments be vaccinated, I am directed by the Colonial Secretary to request that you will cause immediate steps to be taken for giving effect to this recommendation in all establishments for the reception and treatment of the insane.

I have, &c.,

CRITCHETT WALKER.

No. 3.

The Principal Under Secretary to The Manager of the Government Asylums for the Infirm and Destitute.

Sir, Colonial Secretary's Office, Sydney, 17 June, 1881.
At the instance of the Medical Adviser to the Government, I am directed by the Colonial Secretary to request that you will be good enough to give immediate instructions to the surgeons of the Asylums for the Infirm and Destitute and the Erysipelas Hospital for vaccinating the inmates and officers of the respective institutions.

I have, &c.,
CRITCHETT WALKER.

No. 4.

The Manager of the Government Asylums for the Infirm and Destitute to The Surgeon and Dispenser of the Hyde Park Asylum.

Sir, Sydney, 18 June, 1881.
I am directed by the Colonial Secretary to request that you will, without delay, vaccinate the officers and inmates of the Hyde Park Asylum.

A supply of lymph can be obtained on application at the Vaccine Institution.

I have, &c.,
FREDERIC KING,
Manager.

[Similar letters were addressed by the Manager of the Government Asylums, on the same date, to the Surgeon-Superintendent of the Asylum for the Infirm and Destitute, Liverpool, and to the Visiting Surgeon of the Asylums for the Infirm and Destitute at Parramatta.]

No. 5.

The Manager of the Government Asylums for the Infirm and Destitute to The Superintendent, Vaccine Institution, Sydney.

Sir, Sydney, 20 June, 1881.
I have the honor to request that you will be good enough to supply the Surgeons of the Government Asylums—Dr. Ward, of Hyde Park, Dr. Strong, of Liverpool, and Dr. J. C. Rutter, of Parramatta—with as much vaccine lymph as you can spare for the use of the inmates and officers of the Asylums. The several Surgeons will notify their wants to you.

I have, &c.
FREDERIC KING,
Manager.

No. 6.

The Manager of the Government Asylums for the Infirm and Destitute to The Principal Under Secretary.

Sir, Sydney, 24 June, 1881.
I have the honor to report, for the information of the Colonial Secretary, that Dr. R. D. Ward has informed me that a large proportion of the inmates of the Hyde Park Asylum have refused to be vaccinated.

I do not propose taking further steps in the matter.

I have, &c.,
FREDERIC KING,
Manager.

No. 7.

The Inspector General of the Insane to The Principal Under Secretary.

Sir, Lunacy Department, Inspector General's Office, Gladesville, 9 September, 1881.
In accordance with your B.C. minute* of the 7th instant, I do myself the honor to forward here-with all correspondence connected with vaccination in this department. This correspondence includes—
1st. A circular letter of instructions addressed to the Medical Superintendents of Hospitals for the Insane, at Gladesville, Parramatta, and Callan Park.
2nd. A letter addressed to the Superintendent of the Hospital for the Insane at Newcastle.
3rd. A letter addressed to the Superintendent of the Licensed House for the Insane at Cook's River; and
4th. Reports from the Visiting Medical Officer of the Hospital for the Insane at Newcastle, and the Assistant Medical Officer of the Hospital for the Insane at Gladesville.

Immediately after issuing the letter of instructions to Hospitals for the Insane, I deemed it necessary to consult with the medical officers of the Hospitals at Gladesville, Parramatta, and Callan Park, with regard to some points of detail, and advised that patients who strongly objected, and in whose cases mental excitement, or a dangerous and unwholesome antipathy to the medical officers might be induced, should not be vaccinated, and my advice has been acted on.

The

* The minute referred to is a copy of Mr. Jacob's Question, which was transmitted to Dr. Manning.

The vaccination at Newcastle and Gladesville appears to have been conducted with judgment and care. At Gladesville the number of unsuccessful vaccinations is somewhat large, owing to the fact that a large number of the inmates were vaccinated in 1872, at the time small-pox last appeared in Sydney.

The vaccination at the Hospitals at Parramatta and Callan Park has, I regret to say, not been completed, owing to the difficulty of obtaining lymph. The medical officers are, however, making some progress with the work.

Instructions have not yet been issued to the Temporary Hospital for the Insane at Cooma.

I have, &c.,

F. NORTON MANNING,
Inspector General.

[Enclosure 1.]

The Inspector General of the Insane to The Medical Superintendents of Hospitals for the Insane, Gladesville, Parramatta, and Callan Park.

Sir, Lunacy Department, Inspector General's Office, Gladesville, 11 July, 1881.

The Colonial Secretary having, at the recommendation of the Medical Adviser to the Government, directed that the inmates and officers of all Public Institutions be vaccinated, I do myself the honor to request that you will take steps for carrying out this order so far as it relates to the inmates of the institution under your superintendence.

With regard to the members of the staff under your orders, I am of opinion that, whilst the desirability of vaccination should be pointed out to them, their individual wishes on the subject should be regarded.

In vaccinating the inmates it will be advisable to carry out the operation by degrees, so as to interfere as little as possible with the ordinary routine and work of the institution.

I have, &c.,

F. NORTON MANNING,
Inspector General.

[Enclosure 2.]

The Inspector General of the Insane to The Superintendent, Hospital for the Insane, Newcastle.

Sir, Lunacy Department, Inspector General's Office, Gladesville, 28 June, 1881.

The Medical Adviser to the Government has recommended the vaccination of the inmates of all Government Establishments, and this appears to me to be especially necessary with regard to the inmates of the hospital under your superintendence. I have therefore the honor to request that you will suggest to the medical officer the advisability of vaccinating, at times convenient to himself, the whole of the inmates and such members of the staff as may so desire.

As the medical officer is a public vaccinator, the cases will be entered on the usual official returns, and paid for in the ordinary course from the Votes for Vaccination.

I have, &c.,

F. NORTON MANNING,
Inspector General.

[Enclosure 3.]

The Inspector General of the Insane to G. A. Tucker, Esq., Ph. D., Licensed House for the Insane, Cook's River.

Sir, Lunacy Department, Inspector General's Office, Gladesville, 24 August, 1881.

The Colonial Secretary has, by letter dated 17th June last, directed the vaccination of all patients in Institutions for the Insane, and I shall be glad if you will take steps for the vaccination of the Government patients under your care.

In carrying out this vaccination you will obtain lymph from proper sources of supply, and not vaccinate from patient to patient.

It appears to me advisable that patients in feeble physical health, and in whose cases the resulting febrile disturbance might prove dangerous, should not be vaccinated, and it will be advisable also not to vaccinate any patient who strongly and persistently objects, or in whom it would produce unhealthy mental excitement or a marked antipathy to the medical officers.

The vaccination of the private patients is a matter which I think should be left entirely to your discretion, and on which it may in some cases be necessary to consult the relatives.

I have, &c.,

F. NORTON MANNING,
Inspector General.

[Enclosure 4.]

Medical Visitor to the Hospital for the Insane, Newcastle, to The Inspector General for the Insane.

Dear Sir,

Hospital for the Insane, Newcastle, 24 August, 1881.

I enclose the result of the vaccination at the Asylum.

There were 233 persons vaccinated, of which 228 took the disease satisfactorily; the remaining five, although the vaccination was repeated several times, did not take.

The marks of previous vaccination were perfectly distinct on 138, including the five unsuccessful cases mentioned above.

With the exception of two axillary abscesses, no evil effects followed the operation.

I also enclose the return to be handed to the Government Medical Adviser, Dr. Alleyn.

There is nothing to report of the inmates of the Asylum.

Yours truly,

RICHARD HARRIS.

[Enclosure 5.]

The Assistant Medical Officer, Gladesville, to The Medical Superintendent.

Sir, Hospital for the Insane, Gladesville, 2 September, 1881.

I have the honor to lay before you the following report of the members of the staff and patients of this institution vaccinated by me since the issue of a circular by the Inspector General of the Insane, dated 11th July, 1881:—

Thirty-nine members of the staff have availed themselves of the opportunity afforded them.

I have vaccinated 372 male patients and 381 females, making a total of 753, leaving about 20 unvaccinated. Of these, I have decided not to vaccinate some for fear of setting up too much mental excitement, and others on account of bad bodily health.

The lymph was all procured from outside the hospital (and most of it by myself) from children; finally, I may add that no ill effects have followed in any case.

Appended are the results in a tabular form:—

Patients

Patients vaccinated.

Males	372	Females	381
Successful.....	201	Successful	223
Unsuccessful	171	Unsuccessful	158
	<u>372</u>		<u>381</u>
Unvaccinated	16	Unvaccinated	3

Officers and Staff vaccinated.

Males	20	Females	19
Successful.....	12	Successful	11
Unsuccessful	6	Unsuccessful	8
Unverified	2		<u>19</u>
	<u>20</u>		

I have, &c.,
H. BLAXLAND,
Assistant Medical Officer.

Forwarded for the information of the Inspector General of the Insane.—T.M.J., 3/9/81.

No. 8.

Memo. from Under Secretary of Justice to Principal Under Secretary.

THE Prison Branch, including subordinate Gaols, was the only Department under the control of the Minister of Justice to which instructions on the subject of vaccination appear to have been given. The Comptroller General of Prisons was instructed by letter of 17 June, 1881.*

The Under Secretary, Colonial Secretary's Dept., B.C., 7 Sept., 1881.—W.E.P.

* See "Vaccination in Darlinghurst Gaol (Correspondence)," laid upon the Table of the Legislative Assembly, 16 August, 1881.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

SMALL-POX.

(HOUSES PLACED IN QUARANTINE—RETURN.)

Ordered by the Legislative Assembly to be printed, 23 August, 1881.

RETURN in reference to Houses placed in Quarantine,—in reply to Question of Mr. COPELAND, M.P.

Name of Owner or Occupant.	Premises where situate.	Date on which placed in Quarantine.	No. of healthy persons left in the house.	No. of rooms in each house.	Bedding, &c., when destroyed	Date premises to be released.	Authority for confinement to their houses.	Remarks.
		1881.			1881.	1881.	1881.	
On Chong	Lower George-street	25 May	11	12	.....	Released, 13 Aug.	.....
Edward Rout	37, Bellevue-street, Surry Hills	14 June	none	7	19 Aug.	.....	.....
William Keats	186, Cumberland-street	15	5	5	22 ..	.....	.....
Won Ping	Waterloo	16 ..	6	6	.....	.....	.....
John Hughes	Underwood Place, off Queen's Place	16 ..	3	3	.....	.....	.....
Sue Chong	Druitt Town	5 July	5	5	.....	.....	.....
Mrs. Mary Ann Fisher	Mitchell's Terrace, Glebe, off Norton-street	7 ..	5	5	20 Aug.	.....	.....
Mrs. Monaghan	260, Sussex-street	8 ..	6	6	1 ..	.....	.....	House vacant.
Edward Vordtch	Fowler-street, near Sussex-street	9 ..	1 large room	28 July	.....	.....	.....	House vacant.
Mrs. Gates	21, Macquarie-street, South	10 ..	2	8	5 Aug.	.....	.....
Mrs. Bonner	540, Harris-street, Ultimo	11 ..	6	7	19 ..	.....	.....
Mrs. Kelly	23, Washington-street, off Sussex-street	15 ..	2	3	.....	.....	.....
Mrs. Connor	3, Fowler-street	21 ..	1	2	25 July	.....	.....
D. Forrest	Sussex and Bathurst Streets	24 ..	7	4	25 ..	.....	.....
Mrs. Woods	2, Fowler-square	25 ..	2	3	29 ..	.....	.....
J. Harris	Raglan-street, Waterloo	27 ..	4	7	.....	.....	.....
Mrs. Moore	24, Charles-street, Woolloomooloo	27 ..	2	4	4 Aug.	.....	.....
Mrs. Rebecca Gall	207, Clarence-street	28 ..	4	3	2 & 16 Aug.	.....	.....
T. Turner	Alexandria-street, Alexandria	1 Aug.	8	5	4 Aug.	.....	.....
G. Crozier	20, Barker's Lane	1 ..	4	3	3 ..	.....	.....
Henry Wyndrom	Croydon	8 ..	3	4	.....	.....	.....
Mrs. Hutton	Edgeley-street, off Bourke-street, Surry Hills	10 ..	2	4	18 Aug.	.....	.....
Joseph Rodgers	39, Mount-street, Pyrmont	12 ..	3	3	18 ..	.....	.....
Robert Moett	1, Little Dixon-street	14 ..	2	5	19 ..	.....	.....
Innes & Thomas	Restaurant, Haymarket	16 ..	16	5, 2 very large	20 ..	.....	.....
Frank J. Smith	Reynolds-street, Balmain	16 ..	2	4	.....	.....	.....
Horace Ryder	3, Raglan-street, Darlington	20 ..	3	3	22 Aug.	.....	.....
Mrs. Burford	220, Sussex-street	20 ..	13	8	.....	.....	.....
John Emerson	Fowler and Sussex Streets	21 ..	8	8	.....	.....	.....
Malcolm M'Cullum	26, Macquarie-street, south	21 ..	3	4	.....	.....	.....
W. Oxenham	Rosehill-street, Redfern	21 ..	none	3	.....	.....	.....
Frank Johnson	2 Selwyn-street, Moore Park	21 ..	3	6	.....	.....	.....
Sun Kum Tiy	225, Lower George-street	20 ..	9	14	.....	Released, 13 Aug.	.....

The Treasury, 22nd August, 1881.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

SMALL-POX.

(REGULATIONS, &c.)

Ordered by the Legislative Assembly to be printed, 9 September, 1881.

No. 1.

REGULATIONS FOR THE ESTABLISHMENT AND MANAGEMENT OF AN AMBULANCE AND DISINFECTING STAFF.

1. The staff is to consist of a party of men under the superintendence of a Senior-constable of Police, and they are to be chosen from persons who have had the small-pox.

2. Their duties will be to remove, in suitable vehicles provided by the Government—(1) persons infected with the small-pox, or (2) who may have been found in the immediate neighbourhood of infection from that disease, to such place or places as they may be directed, and (3) to deodorize, disinfect, and thoroughly cleanse all houses, buildings, or localities where the small-pox is known to have existed, or is supposed to exist, and (4) generally to do such other work of a sanitary nature as may be directed by the Board of Health.

3. They will reside in quarters specially provided for them, where they will be considered as in quarantine, and they will not be allowed to remove from such quarters without special authority, nor to associate with their friends or any other persons.

4. In the performance of their duties they will proceed (when instructed) to and from their quarters in a vehicle provided for the purpose, and in doing their work they are strictly to avoid coming into contact with any person or persons not being one of their number.

5. They will be in charge of an ambulance for the conveyance of patients, and a waggonette, in which they are to come direct from their quarters to their work, and in which they are to return direct from their work to their quarters, without stopping at any place or communicating with any person.

6. The ambulance and waggonette are to be thoroughly cleansed and disinfected immediately after each occasion on which they have been used.

7. The men on going out to work must be clothed from head to foot, including headgear and shoes, in canvas (or other material which admits of being washed), with flannel under-garments. They will be furnished with six suits each, and must change their suits immediately on their return from work. The suit taken off must then at once be put into a strong solution of carbolic acid, and the articles must be cleansed by being boiled for five or six hours.

8. The men should be clean shaved, or their whiskers, moustache, beard, and the hair of the head must be kept cut short.

9. The walls of infected houses must be cleansed by being scraped, and afterwards treated by repeated washings with hot lime. The floors and inner roofs of the rooms must be cleansed in the same manner. The furniture must be washed also with hot lime, and afterwards with carbolic acid.

10. All beds, bedding, and clothing of any kind which have been used by, or in the immediate neighbourhood of the sick people or their attendants, must be destroyed by fire.

11. All rubbish that can be burned on the premises will be there burned; other refuse must be treated with a strong solution of carbolic acid before being removed, and such removal will be effected in a covered cart provided for the purpose, and the refuse will be buried in a place set apart for the purpose.

12. When any rubbish which cannot be destroyed by fire ought to be removed, or drains require cleansing, the Senior-constable in charge will give intimation to the City Inspector of Nuisances, through the police on duty, verbally.

13. The cart-horse to be carefully washed and groomed, and not to be driven at a fast pace.

14. If patients are handled, cotton gloves must be used, which must be afterwards well boiled and washed.

15. The Senior-constable will be responsible for the discipline of the Staff, and for the thorough performance of the duties entrusted to the men.

16. He will keep a careful record of every article of property destroyed on each place, and the estimated value of the same.

17. Cesspits to be thoroughly treated with carbolic acid and pure lime. If they require emptying, notice to be sent verbally by the Senior-constable to the Inspector of Nuisances.

18. In no case whatever shall persons who are not suffering from small-pox be conveyed in the vehicle provided for sick persons only.

Treasury, 18th July, 1881.

No. 2.

INSTRUCTIONS FOR DISINFECTING CORPS.

WHENEVER instructions are issued to cleanse and disinfect a house or building, the following directions are to be strictly observed:—

First Stage.

Make an inventory of everything in the house.

Make a separate inventory of everything you may have to destroy, and attach the value at which you estimate it; if possible also enter the value put upon it by the proprietor.

All clothes, mattresses, bedding, carpets, matting, curtains, oilcloths, mats, &c., are either to be destroyed by fire upon the premises or disinfected.

The responsibility of deciding whether articles are to be destroyed or disinfected will rest with the senior-constable in charge.

Be careful not to make dust that can be blown about to other premises.

All articles of furniture in each room are to be placed on the floor, each apart from the other, and away from the walls, before using the sulphur process.

Apply the sulphur process to every room, separate passage, staircase, &c., in the following manner:—Paste coarse brown paper over the fire-place and window joints—light the sulphur—close the doors, and paste paper over the outside of their crevices.

Sulphur Process.

Place the large tinned-iron basin two-thirds full of water upon the floor in centre of room, stand the tripod over, and upon this the sulphur iron dish—light the sulphur and leave the room.

Second Stage.

All papered walls to be stripped; a hot solution of carbolic acid (consisting of 1 lb. or a pint of common carbolic acid to 4 gallons of hot water) being used for the purpose. All wall-paper to be burnt after removal from the walls.

All whitewashed walls, ceilings, &c., to be thoroughly scraped, and scrapings burnt.

All walls, including those from which the paper has been removed, and all ceilings and floors, are to be washed with the chloride of lime solution, and the house left with the windows open for six days.

At the end of this time all walls and ceilings are to have two coats of lime-wash.

Outbuildings to be treated in every way as above.

Yards.

All refuse, empty cases, &c., to be destroyed by fire upon the premises, or removed in the covered cart. If paved, the pavement to be well cleansed and lime-washed. If not paved, all portions contaminated with filth to be mixed with 1-20th part of lime, and removed in the covered cart and buried; the removed portions to be replaced with fresh suitable stuff, containing 1-20th of unslacked lime. All walls to receive two coats of hot lime-wash.

Sinks, Traps, and Drains.

All these to be examined and put into effective working order and flushed. All imperfections requiring skilled workmen to be reported.

Lime-wash.

Slack fresh lime; when quite soft mix with water to thickness of cream; add one pound of alum dissolved in hot water to each bucketful.

Chloride of Lime-wash.

Two pounds of chloride of lime and a quarter of pound of alum to three gallons of water.

No. 3.

Sir,

Board of Health, The Treasury, Sydney, 5 August, 1881.

Believing that the present time affords an unusually favourable opportunity for obtaining valuable information bearing upon the importance of "re-vaccination" in this Colony, the Board direct me to say that they will be glad if you will favour them with returns of all cases re-vaccinated by you during the present year.

In order to afford you as little trouble as possible, and at the same time to provide the information in a definite form, I enclose two "Return Tables" for the register of your cases, and have to request that you will kindly forward "Table A," filled up, by the 1st proximo, if possible, and "Table B" between the 1st and the 15th January, 1882.

To

I have, &c.,

Secretary.

RETURN A.—Return of Cases Re-vaccinated by me from the 1st January to 30th June, 1881.

August, 1881.

(Signature)
(Address).

Previous history..		Results of Re-vaccination.			Remarks.
Present age (Approximate.)	Sex.	Not taken.	Taken, but running an abortive course.	Taken, running full course of true vaccinia.	

This Form to be returned by the 1st September, 1881, if possible:

RETURN B.

RETURN B.—Return of Cases Re-vaccinated by me between the 1st of July and the 31st December, 1881.
1882.

(Signature)
(Address)

Previous history.				Results of Re-vaccination.			Remarks.
Present age.	Sex.	Number of good vaccination cicatrices.	Age when last vaccinated.	Not taken.	Taken, but running an abortive course.	Taken, and running full course of true vaccinia.	

This Form to be returned between the 1st and the 15th of January, 1882.

No. 4.

Sir,

Board of Health, The Treasury, Sydney, 8 August, 1881.

I have the honor to inform you, by direction of the Board of Health, that, after this date, notice will be sent to the Council Clerk of every case of small-pox occurring in your Municipality, immediately after its verification.

I am at the same time to express the desire of the Board to have the zealous support and assistance of your Corporation in their endeavour to check the spread of the threatened epidemic.

I beg to enclose copy of a Resolution passed at a meeting of the Board, on the 4th instant.

I have, &c.,

The Mayor of

RESOLUTION.

Secretary.

THE Board recommend that every case of small-pox shall be immediately reported to the Council Clerk of the Municipality in which it occurs, and that the Corporation of such Municipality should render the Inspector of Nuisances or other officer responsible that the yards and premises of all houses within a radius of not less than 300 feet of the infected house be fully cleansed; that all rubbish be removed daily from them; and that all drains be thoroughly cleansed, and when necessary, repaired.

The infected house will be dealt with by the Ambulance Corps.

No. 5.

SANITARY RULES FOR THE GUIDANCE OF HOUSEHOLDERS IN THE NEIGHBOURHOOD OF HOUSES INFECTED WITH SMALL-POX.

Perfect cleanliness and free ventilation by night as well as by day, are essential to health.

It is very important that every person in your house should be immediately vaccinated, whether they have been vaccinated before or not.

Have all your windows kept full open during the day, and half open during the night.

Have all floors well scrubbed twice a week; this should always be done early in the morning, and they should be dried quickly.

Have all walls and ceilings lime-washed. Have the floors, walls, and ceilings of the water-closets well washed down and then lime-washed, giving them two coats. Have the closet pans cleaned and flushed with water daily.

Clean all surface drains daily, and flush all other drains with water.

If any drain is out of order, report it immediately to the Inspector of Nuisances.

Should any member of your family appear to be ill, report it to the doctor without delay, and as long as any doubt exists as to the nature of the disease, you must carry out the following regulations:—

Give the patient an airy, detached room, or one the air of which can be easily kept out of the rest of the house. Take out of it all unnecessary furniture, all carpets, curtains, hangings, and clothing, and clean it out before you put the patient in.

If the room has a fire-place, burn a fire night and day; keep the door closed which communicates with the rest of the house, and keep the windows of it open night and day.

One person should devote herself to attend to the patient, and she must avoid going near any one else.

No visitor must be allowed into the room where the patient is.

All crockery, glass, and other articles, must be kept clean, but not removed from the patient's room.

All excretions are to be disposed of at once, and the utensils immediately washed in boiling water, with Condyl's Fluid in it (one large wine-glassful to a gallon of water). A small wine-glassful of Condyl's Fluid to be left in the utensil.

All rags, paper, &c., used by the patient, are to be destroyed by fire immediately.

Keep a tub full of water and Condyl's Fluid (a large wine-glassful to a gallon of water) outside the door of the patient's room, and put all clothes which have been used by him into it at once, and have them boiled in fresh water, with soap and soda, for two hours, as soon as possible.

No. 6.

RULES FOR THE GUIDANCE OF SURGEONS VISITING CASES OF SMALL-POX, OR OF A DOUBTFUL CHARACTER.

TAKE with you two of the boxes provided for the purpose—one marked "*clean*," and one without a mark. Take also a cake of carbolic soap.

Each box marked "*clean*" will contain:—

- 1 clean calico ulster
- 1 clean towel
- 2 sheets of new brown paper and string.

The

The boxes not marked will be empty.

Both will be supplied to you locked, and either of them will open with the key given you with them.

Stop not less than 30 feet from the patient's house, and request some one from an adjoining house to take a basin of clean water to the cab, that you may wash your hands after seeing the patient.

Take the ulster, towel, paper and string from the box marked "clean," and lock it again. Put on the ulster and visit the patient.

Upon your return, take off the ulster and fold it up, inside out; then do it up in the brown paper and tie the parcel. Put it into the box which has no mark, and lock it up.

The two boxes are to be sent to the laundress *locked*. She is provided with duplicate keys.

No. 7.

THE BOARD OF HEALTH MAKE THE FOLLOWING RECOMMENDATIONS, TO BE ACTED UPON IN THOSE CASES WHERE PERSONS HAVING THE SMALL-POX ARE RETAINED FOR TREATMENT IN PRIVATE HOUSES.

In the event of small-pox breaking out in a house, whether detached or adjoining others in a continuous line, as in a terrace or street, the patient may be treated in the house, under the following conditions:—

1. The proprietor or tenant of the house should engage a duly qualified medical man to attend upon the patient, and should report his name and address to the Board within twenty-four hours of the commencement of quarantine.

2. He should be responsible that well-ventilated rooms, as much isolated as possible from the rest of the house, be set apart for the patient and nurse.

3. He should be responsible for the perfect cleanliness, free ventilation, and disinfection of his house and premises, and for the efficiency and cleanliness of the drains, &c., during the period of quarantine.

4. He should be responsible for the patient not leaving the house until the written permission of the Board has been obtained.

5. He should have the whole of his house cleaned and disinfected to the satisfaction of the Board as soon after the patient's convalescence as the Board may deem desirable.

6. He should not allow any inmate of his house to leave it during the period of quarantine, without the written permit of the Board.

7. He should faithfully carry into effect any further regulations made by the Board of Health.

SANITARY SUGGESTIONS FOR THE GUIDANCE OF HOUSEHOLDERS WHEN VISITED BY SMALL-POX.

Perfect Cleanliness and Free Ventilation by Night as well as by Day are essential to health.

1. Every person in the house should be immediately vaccinated, whether they have been vaccinated before or not.

2. All windows should be kept wide open during the day and half open during the night.

3. All floors should be scrubbed twice a week, and this should always be done early in the morning that they may dry quickly.

4. Papered walls should be well rubbed down, painted walls should be washed, and all other walls as well as ceilings should be lime-washed.

5. The sulphur process should be applied to every part of the house where feasible.

6. All unnecessary furniture, lumber, and all carpets, curtains, hangings, and clothing which can be dispensed with, should be cleaned in the open air and at once packed away. When the house is liberated from quarantine, and has been cleaned and disinfected, they can also be again cleaned, disinfected, and returned to their places.

7. All floors, walls, and ceilings of water-closets should be washed down and lime-washed—the closet-pans should be cleaned and flushed with water daily.

8. All sinks, traps, and surface drains should be cleaned daily, and all other drains flushed with water daily.

9. Should any drain get out of order, it should be immediately repaired.

10. All refuse, empty cases, and lumber generally should either be destroyed by fire upon the premises, or removed for that purpose in a covered cart. All walls of outhouses and yards should be lime-washed.

11. Select two rooms for the exclusive use of the patient and nurse; they should either be upon the upper floor or in a detached building, or otherwise isolated. Should rooms on the highest floor be selected, the entire floor must be given up to the purpose.

12. Every unnecessary article of furniture, and all carpets, curtains, hangings, and clothing, &c., should be removed from the selected rooms, and they should be thoroughly cleaned out before the patient is put in.

13. The fire should be kept burning in the patient's room night and day, the windows should always be kept open, and the door which communicates with the rest of the house should be kept shut.

14. The nurse must devote herself to the patient and avoid going near any other member of the family; she should wear cotton washing dresses.

15. No visitor should be allowed to enter the patient's quarters.

16. All crockery, glass, and other articles must be kept clean without being removed from the patient's quarters.

17. All excretions should be disposed of at once, and the utensils immediately washed in boiling water with Condy's fluid in it (one large wine-glassful to a gallon of water). A small wine-glassful of Condy's fluid to be left in the utensil.

18. All rags, paper, &c., used by the patient should be destroyed by fire immediately.

19. Keep a tub full of water and Condy's fluid (a large wine-glassful to a gallon of water) outside the door of the patient's room, and put all clothes which have been used by him into it at once, and have them boiled in fresh water, with soap and soda, for two hours, as soon as possible.

Sulphur Process.

Paste strong brown paper over the fire-place and all the window joints. Place a large iron basin, two-thirds full of water, on the floor of the room. Lay a couple of bricks in the basin, and stand upon them a small iron basin. Put a handful of sulphur into the latter; pour a wine-glassful of spirits of wine upon it, and light it; then leave the room, close the door, and paste brown paper over the outside of the joints. The doors and windows may be opened any time after six hours.

Lime-wash.

Slack fresh lime; when quite soft mix with water to thickness of cream; add one pound of alum dissolved in hot water to each bucketful.

Chloride of Lime-wash.

Two pounds of chloride of lime and a quarter of a pound of alum to three gallons of water.
Board of Health,
The Treasury, August, 1881.

No. 8.
MEDICAL OFFICER'S RETURN.
A.

Name of Householder					
Address in full					
Number of Families in house					
Names of Residents.*		Sex.	Age.	Names of Families.	
Number of floors in house					
Total number of rooms.....					
Approximate size of rooms					
General state of house and premises as to } repair and cleanliness					
General state of furniture, &c.....					
Previous History.	Predisposing influences				
	<i>Vaccination.</i>				
	Age when performed				
	Number of Cicatrices.....				
Character of Cicatrices					
Probable source of infection.....					
Probable date of commencement of attack ...					
Date of quarantine					
Diagnosis					
Condition of patient.....					
Prognosis					
Opinion as to safety and desirability of re- } moval to Hospital					
Articles and attendance required					
Necessaries ordered					

ADDITIONAL INFORMATION.

Name _____
Medical Officer.

Date _____

Time _____

* Put an ink line under the patient's name.

No. 9.

INSTRUCTIONS FOR DISINFECTING CORPS.

WHENEVER instructions are issued to cleanse and disinfect a house or building, the following directions are to be strictly observed :—

In conducting the process of disinfection all care is to be taken of property in houses, as well as of the houses themselves. The officers in charge must accept the responsibility of seeing that no property is unnecessarily damaged.

Make an inventory of everything to be destroyed, and record the estimated value ; if possible, also enter the value put upon it by the proprietor.

All clothes, mattresses, bedding, carpets, matting, curtains, oilcloths, mats, &c., which may have come into contact with a patient, are to be burnt upon the premises. Those which have not been in the room with the patient are to be disinfected, unless there may be special reasons for destroying the same.

The responsibility of deciding whether articles are to be destroyed or disinfected will rest with the senior constable in charge.

Care to be taken to prevent dust which may be blown about to other premises.

All articles of furniture in each room are to be placed on the floor, each apart from the other and away from the walls, before using the sulphur process.

All papered walls of every room which has been occupied by a patient are to be stripped ; a hot solution of carbolic acid (consisting of one pound or a pint of common carbolic acid to four gallons of hot water) being used for the purpose. All wall paper to be burnt after removal from the walls.

All whitewashed walls, ceilings, &c., to be thoroughly scraped, and scrapings burnt. All walls, including those from which the paper has been removed, are to be lime-washed.

Wash all floors with the chloride of lime solution.

Apply the sulphur process to every room, separate passage, staircase, &c., in the manner detailed below.

After this all walls and ceilings are to have one thick coat of lime-wash.

Out-buildings which have been occupied by an infected patient, or in which members of the family have been living, to be treated as above ; other detached buildings to be cleansed and have two coats of lime-wash.

Yards.

All refuse, empty cases, &c., to be destroyed by fire upon the premises, or removed in the covered cart. If paved, the pavement to be well cleansed and lime-washed. If not paved, all portions contaminated with filth to be mixed with one-twentieth part of lime and removed in the covered cart and buried ; the removed portions to be replaced with fresh suitable stuff, containing one-twentieth of unslacked lime. All walls to receive two coats of hot lime-wash.

Sinks, Traps, and Drains.

All these to be examined and put into effective working order and flushed. All imperfections requiring skilled workmen to be reported.

Lime-wash.

Slack fresh lime ; when quite soft mix with water to thickness of cream ; add one pound of alum dissolved in hot water to each bucketful.

Chloride of Lime-wash.

Two pounds of chloride of lime and a quarter of a pound of alum to three gallons of water.

Sulphur Process.

Paste coarse brown paper over the fire-place and window-joints.

Place the large tinned-iron basin two-thirds full of water upon the floor in centre of room, stand the tripod over, and upon this the sulphur iron dish—light the sulphur, and paste paper over the outside of the crevices : leave the room thus closed for not less than six hours.

No. 10.

REGULATIONS FOR THE MEDICAL STAFF.

They will attend all cases to which they may be summoned by the Police.

They will visit every patient suffering from small-pox who is treated in his house, at least once a day, and oftener if necessary.

They will visit all quarantined houses every second day, or more frequently when desirable. They will provide medicines for all cases of illness in such houses, and will immediately isolate any person suffering from symptoms of a suspicious or doubtful character.

Other houses in infected neighbourhoods will be visited and reported upon when specially directed.

They will give an order, through the Police Sergeant appointed for the duty, for necessaries required by any person suffering from illness in a quarantined house.

They will immediately report to the Health Officer (through the Police Sergeant appointed for the duty) every new case of variola, in accordance with form A, in order that the premises may be immediately placed in quarantine.

They will report daily to the Health Board upon the sanitary condition of the various districts, mentioning any cases of disease of a suspicious character, any premises the sanitary condition of which is seriously defective, and upon any matter which appears calculated to affect the health of the community.

It will be a part of their duty to vaccinate or re-vaccinate all persons whose consent can be obtained, in families where small-pox exists, in quarantined houses, and in houses situated in infected districts.

It will also be a part of their duty to make suggestions arising from their investigations for the preservation of the public health, and the rapid stamping out of the present epidemic.

Each member of the staff will, upon all occasions after returning from work, remove his outer garments in the sulphur room, leave them there, and disinfect himself.

RULES FOR THE GUIDANCE OF SURGEONS VISITING CASES OF SMALL-POX OR OF A DOUBTFUL CHARACTER.

Take with you two of the boxes provided for the purpose, one marked "clean," and one without a mark. Take also a cake of carbolic soap.

Each box marked "clean" will contain :—

One clean calico ulster.

One clean towel.

Two sheets of new brown paper and string.

The boxes not marked will be empty.

Both will be supplied to you locked, and either of them will open with the same key given you with them.

Stop a short distance from the patient's house and ask some one from an adjoining clean house to take a basin of water to the cab, that you may wash your hands after seeing the patient.

Take the ulster, towel, paper, and string, from the box marked "clean," and lock it again. Put on the ulster and visit the patient.

Upon your return, take off the ulster and fold it up, inside out; then do it up in the brown paper and tie the parcel. Put it into the box which has no mark, and lock it up.

The two boxes are to be given to the laundress *locked*.

She is provided with duplicate keys, and will put the parcel direct into boiling water after cutting the string.

For the Board of Health,

ALFRED ROBERTS.

H. G. ALLEYNE.

Board of Health, The Treasury,
New South Wales, 1st September, 1881.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

STEAMSHIP "BRISBANE."
(CORRESPONDENCE.)

Ordered by the Legislative Assembly to be printed, 13 September, 1881.

[Laid upon Table in accordance with promise made in answer to Question 3, Votes No. 8, Friday, 15 July, 1881.]

CORRESPONDENCE between the Colonial Treasurer, the Agents of the s.s. "Brisbane," Dr. Alleyne, Health Officer, and Dr. Foucart, and other correspondence in connexion with the said Vessel,—in answer to Question asked in the Legislative Assembly on 15th July, 1881, by Mr. H. J. Tarrant, M.L.A. (No. 3, Votes and Proceedings, 15 July, 1881.)

SCHEDULE.

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No. 1.

Messrs. Bright Bros. & Co. to The Colonial Treasurer.

The Eastern and Australian Steamship Co. (Limited),
93, Pitt-st., Sydney, 27 April, 1881.

Sir, We have the honor to inform you that the s.s. "Brisbane" will be due here on Friday morning, and she will steam direct to Spring Cove Quarantine Station.

The Directors of the Company, to whom we telegraphed that a case of small-pox had appeared, have cabled in reply to "spare no reasonable expense, and asking that the timber of the sleeping berths and the bedding be burnt."

As it will be of great importance to have this done at the earliest moment, under the supervision of the Health Officer, we urgently request you will cause tents to be provided on shore for the passengers (about 360), and we promise all possible assistance by the captain and officers in keeping order.

We have, &c.,
BRIGHT BROS. & CO., Agents.

The Health Officer.—J.W., 28/4/81. REPORT OF THE HEALTH OFFICER.—I cannot recommend that the Chinese passengers and others be tented on the shore, for reasons given in my recent report on the subject. The danger to the public health of such a procedure would be so extreme that I earnestly entreat that the

the Hon. the Colonial Treasurer will not grant the request. On the day of the arrival of the "Brisbane" I instructed Mr. Carroll to see that all of the bedding of whatever description was landed whenever it was possible, for the purpose of being washed, aired, and otherwise cleansed. Before the ship is released from quarantine I shall see that all bedding and other articles which it may be necessary to destroy, are burned. It will be inflicting much less hardship on the passengers that they be obliged to sleep on the flooring of the ship than that they be compelled to sleep on the damp earth.—H. G. ALLEYNE, 30/4/81. The Under Secretary, Finance and Trade. P. S.—I have no objection whatever to the request that "*the timber of the sleeping berths be burnt.*"—H.G.A., 30/4/81. The Under Secretary Finance and Trade. MINUTE OF THE COLONIAL TREASURER.—I fully concur in the views and the course suggested by Dr. Alleyne.—J.W., 2/5/81.

No. 2.

Messrs. Bright Bros. & Co. to Dr. Alleyne, Health Officer.

re "Brisbane."The Eastern and Australian Steamship Co. (Limited),
93, Pitt-street, Sydney, 27 April, 1881.

Dear Sir,

Within please find the copy of a letter we have addressed to the Hon. the Colonial Treasurer, and we shall feel greatly obliged if you can see your way to support the request we make, to have the Chinese placed under tents on shore immediately they arrive per "Brisbane," due here on Friday morning.

We are, &c.,

BRIGHT BROS. & CO.,
Agents.

No. 3.

The Under Secretary for Finance and Trade to Messrs. Bright Bros. & Co.

Gentlemen,

The Treasury, New South Wales, Sydney, 2 May, 1881.

I have the honor, by direction of the Colonial Treasurer, to acknowledge receipt of your letter of the 27th ultimo, with reference to the arrival of the s.s. "Brisbane."

I am to say, that the granting of your request for the tenting on shore of the Chinese passengers (numbering about 360) would be attended with such extreme danger to the public health, that the Treasurer cannot entertain it; and, so far as regards the immigrants themselves, there will be far less hardship in sleeping on the flooring of the vessel than in lying on the damp earth.

I am to add that, on the day of the "Brisbane's" arrival, Dr. Alleyne gave instructions that all the bedding, of whatever description, was to be landed at the earliest possible moment, for the purpose of being washed, aired, or otherwise cleansed. There will be no objection to the timber of the sleeping-berths being burnt.

I have, &c.,

G. EAGAR.

No. 4.

Messrs. Gibbs, Bright, & Co., to The Colonial Treasurer.

Sir,

Sydney, 10 May, 1881.

We have the honor to say that, on the arrival of the s.s. "Brisbane," at Cooktown, on 22nd April, the doctor on board reported a case of small-pox, and the vessel was ordered to proceed to this port. She arrived here on 29th April, and was immediately placed in quarantine. The man reported as sick was immediately removed to the hospital ship "Faraway."

From what has since come to our knowledge, we have reason to believe that the man in question had not small-pox at all, but that he suffered from "scabies," which the doctor on board, in error, took to be small-pox.

We have, therefore, respectfully to request that you will appoint three (3) doctors in whom you have confidence, to proceed to the hospital ship "Faraway" and examine the man in question, and to report to you what he had suffered, or may now be suffering from.

In consideration of your complying with our request, we hereby guarantee to cheerfully pay the necessary expenses.

If the man has not been suffering from small-pox, nor from a dangerous and infectious or contagious disease, we feel assured the "Brisbane" would not be detained an hour in quarantine. We therefore most respectfully urge our request upon you, and wait anxiously for a favourable reply.

We have no wish whatever to interfere in the selection of the medical men, but we suggest a few names, viz. :—

Dr. Edwin Chisholm, Abergeldie, Ashfield.

Dr. Ewan.

Dr. Craig Dixon.

Dr. A. A. West.

Dr. M'Laurin.

Dr. Sydney Jones.

We have, &c.,

GIBBS, BRIGHT, & CO., Agents.

MINUTE OF THE COLONIAL TREASURER.—The Cabinet has decided that the Health Officer must go and report on the case of alleged small-pox on board the "Brisbane." This course must be taken to-morrow morning—no delay should take place.—J.W., 12 May, 1881.

No. 5.

Messrs. Gibbs, Bright, & Co. to The Colonial Treasurer.

Sir,

Sydney, 10 May, 1881.

Since having the honor of addressing you this morning respecting the s.s. "Brisbane" now in quarantine, it has come to our knowledge that the father of the youth reported to be ill of small-pox is on board the s.s. "Brisbane," and that he declares the youth to be only twelve years of age; and that when he was eight years of age he had small-pox unmistakably, and bears the marks now. He also declares that the youth is in perfect health.

Mr.

Mr. Robt. Stewart, Chief Engineer of the "Brisbane," a highly respectable man, who has been in the service of the Company since it commenced operations, writes under date May 10 :—"I will not sail out of Sydney with the present doctor, as he is quite unfit to be in the position of doctor here, or even to be accountable for his own actions at the most of times."

We have, &c.,
GIBBS, BRIGHT, & CO.,
Agents.

MINUTE OF THE COLONIAL TREASURER.—Place with other letter on the subject.—J.W.

No. 6.

Messrs. Gibbs, Bright, & Co. to Dr. Alleyne, Health Officer.

The Eastern and Australian Steamship Co. (Limited),
93, Pitt-street, Sydney, 10 May, 1881.

Dear Sir,

We have the honor to enclose a copy of a letter we have just addressed to the Hon. the Colonial Treasurer, praying that three doctors be appointed to proceed to the hospital ship "Faraway," and examine the boy said to have been sick of small-pox; and we hope you will be able to recommend the compliance with our request.

We also enclose a copy of a second letter.

The father of the boy who was said to be ill is on board the "Brisbane," and he declares that the boy is now twelve years of age, and that when he was eight years of age he had small-pox, and bears the marks now.

We have likewise been informed that the boy is perfectly well.

We have, &c.,
GIBBS, BRIGHT, & CO.

No. 7.

The Under Secretary for Finance and Trade to Dr. Alleyne, Health Officer.

Sir,

The Treasury, New South Wales, Sydney, 12 May, 1881.

I have the honor to inform you, by desire of the Colonial Treasurer, that the Government have decided that the Health Officer should report, personally, on the alleged case of small-pox recently transferred from the steamer "Brisbane" to the hospital ship "Faraway."

I am to request, therefore, that you will have the goodness to proceed with Dr. Foucart to the Quarantine Station without delay, and make the needful examination and report accordingly.

I have, &c.,
G. EAGAR.

No. 8.

Messrs. Gibbs, Bright, & Co. to The Colonial Treasurer.

Sir,

93, Pitt-street, Sydney, 14 May, 1881.

We have the honor to enclose for your information a letter, dated — May, from Dr. Leonard, who went down on the 11th inst. to take medical charge of the s.s. "Brisbane," now in quarantine, and we invite your kind attention to it, and especially to the part where he says, "I feel sure from what I have learned from Dr. Spencer that he was mistaken, and should advise you to urge an inquiry. He says the case was doubtful, and he could not say what it was."

At the close of his letter, Dr. Leonard trusts "the vessel will be allowed out at the end of twenty-one days," but as it appears to us she should not have been in quarantine, we hope she will be released without delay.

We have, &c.,
GIBBS, BRIGHT, & CO.,
Agents for the E. and A. S. Co.

[Enclosure.]

John Leonard, Esq., to — Murray, Esq.

Dear Mr. Murray,

I have carefully examined every one on board, and found two cases of syphilis—no fever—no scabies; and cannot see why the vessel ever came into quarantine. I feel sure from what I have learnt from Dr. Spencer that he was mistaken, and should advise you to urge an inquiry. He says the case was doubtful, and he could not say what it was. I have written Dr. Alleyne and given a good account of things, so that I trust he will allow the vessel out at the end of the twenty-one days.

Yours truly,
JOHN LEONARD.

No. 9.

Dr. Alleyne, Health Officer, to The Under Secretary for Finance and Trade.

Sir,

Sydney, 14 May, 1881.

Referring to your letter of 12th instant, and to the directions therein given, I do myself the honor to inform you that I proceeded to the Quarantine Station at an early hour this morning, taking Dr. Foucart with me.

Both Dr. Foucart and myself went on board the "Faraway," and having had the patient lately ill from an attack of small-pox stripped and all of his clothing of whatever kind taken off him, we made a careful examination of the scars now exposed by the recent falling off of scabs. These scars, although small and shallow, are characteristic of small-pox.

The scabbing process appears to have been completed or nearly so, but epithelium is still to be seen at the base of the pits.

There is "scabies" between the fingers, but we could not see any on the trunk, which bears no other marks on it but the scars resulting from a mild attack of modified small-pox.

I have, &c.,
H. G. ALLEYNE.

No. 10.

No. 10.

Dr. Alleyne, Health Officer, to The Health Officer, Cooktown.

My dear Sir,

Sydney, 16 May, 1881.

I shall feel very much obliged to you, to let me know why you refused pratique to the s.s. "Brisbane," on her late voyage from Hongkong to Cooktown?

I remain, &c.,

H. G. ALLEYNE,

Health Officer.

[The text of this note is from recollection, as Dr. Alleyne did not keep a copy.]

No. 11.

Dr. E. Mohs, Health Officer, Cooktown, to Dr. Alleyne, Health Officer.

Dear Sir,

Cooktown, 2 June, 1881.

In reply to yours of May 16, I beg to inform you that, on arrival of the "Brisbane" in this port, the master told me that there was no small-pox on board—only some innocent skin disease. I got the men on the gangway, but the weather being very rough, I could not decide the disease from the small boat. I therefore went on the gangway myself, and on examination I found both patients suffering from small-pox, one being a very mild case, the pustules in the different states of the disease. But both cases were *quite decided* cases of *small-pox*, and I refused therefore pratique. With my best respects,—I remain, &c.,

E. MOHS, M.D., Health Officer.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

INFECTIOUS DISEASE SUPERVISION BILL.

(MESSAGE No. 39.)

Ordered by the Legislative Assembly to be printed, 7 December, 1881.

AUGUSTUS LOFTUS,
Governor.

Message No. 39.

In accordance with the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with the Bill "To make further provision to prevent the spread of the disease known as Small-pox and for other purposes."

Government House,
Sydney, 7th December, 1881.

1881.

NEW SOUTH WALES.

FISHERIES ACT, 1881.

(REGULATIONS FOR GIVING EFFECT TO PROVISIONS OF.)

Presented to Parliament, pursuant to Act 44 Vic. No. 26, sec. 9.

Colonial Secretary's Office,
Sydney, 30th June, 1881.

His Excellency the Governor, with the advice of the Executive Council, has been pleased, in accordance with section 9 of the "Fisheries Act, 1881," to make the following Regulations for giving effect to the provisions of that Act.

HENRY PARKES.

Conduct of Business—Duties of Officers.

1. The Commissioners will meet for the transaction of business at their office on every Monday and Thursday at 2 o'clock. If either of these days be a public holiday, the meeting will be held on the day following.

2. The President may by circular to be addressed by the Secretary to the residence or office of each Commissioner, convene a special meeting of the Commission on any day and hour mentioned in such circular.

3. The common seal of the Commissioners shall not be affixed to any document, paper, or writing except by direction of the President, or in his absence, of the Chairman, and in the presence of some Commissioner.

4. It shall be the duty of the Secretary to prepare the business paper for each meeting of the Commission, to take and record the minutes of proceedings at the same; to conduct all correspondence, and keep all such books of account, vouchers, reports, documents, plans and charts as the Commissioners may direct or require; to keep the common seal of the Commissioners, and to affix the same to any document or paper if so directed by the President or Chairman; to give such instructions to Inspectors, Assistant Inspectors, and other officers and persons appointed under the Fisheries Act as the Commissioners shall direct, or as the regulations may prescribe; and generally to fulfil zealously and to the best of his ability all duties and obey all directions imposed on or given to him by the Commissioners.

5. Every Inspector of a Division must report in detail to the Commissioners once in every month or oftener if practicable, as to the state of the Fisheries included within his Division so

far as he has been able by personal inspection, or from trustworthy information to ascertain the same. He will be required to report especially as to the condition of the natural oyster beds and deposits of oysters in all waters within his Division; whether the oysters are in marketable condition or otherwise, and what number of bags of oysters have been dredged from such beds during the preceding month, together with the amount of the royalty paid or required to be paid thereon; to receive and transmit to the Commissioners all applications for leases which may be sent to him; to fill up, to the best of his knowledge and judgment, and to transmit without delay to the Secretary, all forms of returns issued to him; to inform the Secretary of all breaches of the Act or the Regulations, whether by acts of commission or default, and to await the instructions of the Commissioners before laying an information against offenders or defaulters; to take particular notice of the movements, and habits of the various kinds of useful fish, whether included in the Schedules of the Act or not; to report to the Secretary the existence of any source of pollution to the waters under his inspection, or of any mortality, disease, or ill-condition of fish, oysters, lobsters, crabs, or prawns; to insure cleanliness and good order in his boat and crew (if any); to keep true and particular accounts of all expenses incurred by him when absent from his post on inspection or other service, and to enter the same in his journal; to keep a diary or journal in which he shall enter every day's work, and any other matter affecting the state of the fisheries in his Division; to visit and report upon all stations within his Division at least once in each quarter, unless otherwise directed by the Commissioners; to report himself at the office of the Commissioners whenever in Sydney on duty; to promote, by every means in his power,

good feeling and concert of action in his relations with all Inspectors, Assistant Inspectors, and other persons concerned with the administration of the Act within his Division, and generally to devote his best energies to the administration of the Act and Regulations, and to the performance of all duties delegated to him by the Commissioners.

6. The duties of an Assistant Inspector shall be the same (*mutatis mutandis*) as those of an Inspector of a Division, except that his reports shall be in duplicate, one to be transmitted to the Inspector of the Division, the other to the Secretary of the Commissioners, and that he will not, unless required by the Commissioners, visit or inspect any fisheries except those included within his district.

7. The duties of an Acting Assistant Inspector shall be to assist the Inspectors so far as may be in his power; to inform them of any breach of, or non-compliance with, the Fisheries Act or the Regulations, and, in the absence of an Inspector, to report any such breach or non-compliance to the Secretary, and receive the instructions of the Commissioners thereupon; to take all legal and other proceedings which he may be instructed to take; to protect the Revenue by all means in his power from being defrauded by non-payment of royalties or otherwise; to report all cases of oysters being found in a vessel in unbranded bags or otherwise in contravention of the Act or Regulations; to inform Inspectors of all matters relating to the fisheries at or near his station which come to his knowledge; and to carry out all instructions received from the Commissioners to the best of his ability.

Marking of Licensed Fishing Boats.

8. The owner or person in charge of a Fishing Boat licensed under section 19 shall paint and keep painted on the inside of the tuck or transom of such boat the christian and surname of such owner, and the words "Licensed Fishing Boat" in legible Roman letters, not less than 3 inches in length.

Fishing Boat Licenses.

9. Fishing Boat Licenses under section 19 shall be in form A hereto. The fee of £1 for such license shall be paid either to the proper officer at the Treasury, Sydney, or to the Police Magistrate, or Clerk of Petty Sessions of the Bench nearest to the fishery wherein such license is intended to be exercised. Owners of boats fishing within the limits of the Home Fisheries (*i.e.* between Port Stephens and St. George's Basin south of Jervis Bay), should, wherever practicable, take out licenses and pay license fees at the Treasury, at Sydney. In the other Divisions the licenses must be taken out and the fees paid at the nearest Court of Petty Sessions. The license must be renewed in like manner annually at the like fee of £1. After the 30th June in any year the fee for the broken portion of the year will be 10s.

Fishermen's Licenses.

10. Fishermen's Licenses under section 20 shall be in form B hereto. The fee of 10s. for such license shall be paid at the like places, and to the like persons, as Fishing Boat License fees. The license must be renewed annually in like manner. After the 30th June in any year the fee for the broken portion of the year will be 5s.

Oyster-dredging licenses.

11. Oyster-dredging licenses under section 36 shall be in the form C hereto. They may be taken out either for the whole year or for any quarter of a year. The fee for the yearly license is £10, for the quarterly £3, to be taken out and paid in each case at the Court of Petty Sessions nearest to the place where the license is to be exercised or (at the applicant's choice) at the Treasury in Sydney. The Police Magistrate or Clerk of Petty Sessions is the proper officer (out of Sydney) to whom application for licenses should be made.

Oyster dealer's licenses.

12. Oyster dealers' licenses under section 42 shall be in the form D hereto, and applications for such licenses must be made either to the Secretary of the Commissioners, or to the Police Magistrate of the nearest Bench. The license fee of £5, or £2 10s. for the broken portion of the year, if the application be made after the 30th June in any year, must be paid to the proper officer at the Treasury in Sydney. The license must be renewed annually by application made in like manner.

As to transmitting and accounting for moneys.

13. The General Instructions to Public Officers issued by the Treasury shall govern all Police Magistrates, Clerks of Petty Sessions, and all other officers collecting or receiving license fees or other moneys under the Act or the Regulations.

Testing length and mesh of nets.

14. Every net for the purpose of testing the length thereof, shall be measured along the cork line, or line on which such net is hung. The size of mesh in every case shall be ascertained by measuring the length on the diagonal, or between knot and knot of opposite corners, the net being first wetted and being tanned, barked, or otherwise prepared for use. In case of dispute or doubt, a half pound weight shall be slung or attached to one knot of a mesh, in order to produce a fair strain or extension, and the space between the knots shall be measured forthwith while the mesh remains extended. If the net to be measured is dry, the part to be measured shall be soaked either in fresh or salt water for not less than ten minutes, and the mesh so soaked shall then be measured.

Marketable prawns.

15. Marketable prawns are prawns not caught during the close season prescribed by section 16 for certain fisheries, and being not less than one inch and a half in length, measured from a point between the eyes to the end of the tail; and all smaller prawns shall be deemed to be unmarketable, as well as all prawns (whatever the size) caught during such close season as aforesaid: Provided that if in any basket of prawns, or other vessel or receptacle in or upon which prawns shall be exhibited for sale, a number of unmarketable prawns not being on the whole more than one-tenth part of the contents of such basket, vessel, or receptacle shall be found so exhibited, no liability under the Act or Regulations shall be incurred by any person in respect of the exhibition of such prawns.

Priority among netters.

16. The right of first shooting and hauling a net on any fishing ground shall belong to the licensed fisherman who first arrived on the ground with his boat and net ready for shooting; and the next turn shall belong to the licensed fisherman who arrived next after such first-mentioned person, and so on in order of arrival. An unlicensed fisherman shall not be entitled to shoot a net on any fishing ground until every licensed fisherman then being on the ground with boat and gear ready for shooting shall have had his turn. This regulation shall not apply to prawn fishermen. Two or more turns may be taken at the same time if the water to be fished permits of double-banking, but no net shall be shot round an inner net within a boat's length of the cork line of such net.

Turns in oyster dredging.

17. Every licensed oyster-dredger shall take his turn and place on the bed according to the time of bespeaking such turn, unless the Inspector chooses to permit several boats to work at the same time on the same bed, in which case the dredgers shall work in obedience to the Inspector's directions. All turns must be bespoken from the Inspector at least twenty-four hours in advance. Every dredger bespeaking a turn shall lose it if he is not on the ground with boat and gear ready punctually at the time appointed by the Inspector.

Inspection of artificial oyster beds and layings.

18. Artificial oyster-beds and layings of any lessee (not being private fisheries, under Part III) may be inspected by any Inspector once in every month, or oftener if directed by the Commissioners, upon such Inspector giving twenty-four hours notice either to the lessee or his manager or agent in charge of the beds of the intention to inspect the same. In the course and for the purposes of such inspection the lessee, his manager, agent and servants shall, at the request of the Inspector, test the state of any bed or laying required by the Inspector to be tested, by dredging or gathering by tongs, hand, or otherwise (according to the nature of the bed) oysters from such bed, under a penalty upon every such person refusing or neglecting so to do of £5.

Dredging on natural oyster-beds.

19. Natural oyster beds shall not be dredged, nor shall any oysters be taken from such beds (except by an Inspector in the performance of his duties) unless the same shall have been notified in the Gazette to be open for dredging or otherwise than in accordance with the directions of the Inspector of the fishery within which such oyster-beds are situated.

Cleaning, &c., of natural beds.

20. The Inspector may, notwithstanding any such notification as aforesaid, close any natural oyster-bed, or portion thereof, for the purpose of cleaning, levelling, or otherwise improving the same, in any case where and for such time as in his opinion such closing shall be necessary; but such closing shall be subject to revocation and modification by the Commissioners. No dredging shall take place on a bed or portion so closed until the same shall be declared by the Inspector or the Commissioners to be again open to dredging.

Inspector may in certain cases stop dredging.

21. Whenever the Inspector shall be of opinion that the further dredging of any bed would be injurious, or that the oysters therein are out of season, and not fit for food, whether by reason of spatting, freshets, or any other cause, he may prohibit the dredging or taking of oysters from such bed for such period, subject to the directions of the Commissioners, as he shall think necessary, and during such period no person shall dredge for or take oysters from any such bed under a penalty not exceeding £20.

None but licensed dredgers to dredge.

22. No person shall be allowed to dredge for or take oysters from any natural oyster-bed who shall not, on demand of the Inspector, produce his oyster-dredging license for inspection.

No turn allowed unless to licensed oyster dredgers.

23. Every person bespeaking a turn for dredging on any such bed must produce his license (if required by the Inspector) before such turn shall be allowed.

Scale of royalties on oysters dredged from natural oyster beds.

24. The sums payable by way of royalty on oysters dredged from natural oyster beds shall for every bag containing or reputed to contain three bushels be payable according to the following scale:—

River, bay, inlet, or other locality where or near to which the natural beds are situated.	Amount of royalty per bag.
	s. d.
The Tweed	2 0
The Richmond	3 0
The Bellinger	3 0
The Nambuccera	2 0
The Brunswick	2 0
Port Macquarie	2 6
The Manning	2 6
The Hunter	4 0
Port Hacking	3 0
Jervis Bay	2 6
Twofold Bay	3 0
Any place other than those above specified...	2 6

The above scale of royalties shall be in force until the Commissioners otherwise appoint, but shall not apply to any rivers or other oyster-bearing waters mentioned in the Third Schedule to the Act until the proclamation closing the same shall be rescinded by a proclamation published in the Gazette, or the term of closure limited by such Proclamation shall have expired.

Royalty, how payable.

25. Royalties according to the prescribed scale for the time being shall be paid to the Inspector or, in his absence, to the Assistant Inspector, on the dredging or taking of oysters from the bed, and before the same are removed or shipped on board any vessel; but in all cases where such oysters are consigned to dealers or persons resident at any port or place within the Colony, such Inspector may give the consignor a shipping permit in the prescribed form, and issue a duplicate thereof for the master of the vessel in which the oysters are intended to be shipped. Such permit shall state the number of bags shipped, the royalty payable thereon, the brands and marks of the bags containing the oysters shipped, and the names of the consignor and consignee. On the vessel's arrival at the port of destination, the master shall deliver the said permit to the proper officer of Customs, and the consignee shall on payment to such officer at the Custom-house or to the proper officer of Customs of the amount stated in the permit to be due as royalty on such oysters, be entitled to take delivery thereof. If the royalty be not paid within twenty-four hours after the vessel is reported to the Customs, the proper Officer of Customs shall take possession of the oysters, and either warehouse the same or cause them to be sold as the Commissioners shall direct. In case of sale the whole proceeds of sale shall be paid into the Treasury, and after the amount due as royalty shall have been deducted therefrom, the balance shall be paid to the consignee or to his authorized agent.

Disposal of culch, &c.

26. All dead shells and culch, whether with or without young oysters attached thereto, dredged up by any person dredging for oysters on natural oyster beds, shall be thrown back by such person in such places as the Inspector shall appoint; and all oysters below marketable size so dredged up shall be returned to the beds by the person who dredged them up, at such places and at such time as the Inspector shall direct.

Marketable oysters.

27. No oysters which can be passed through a metal ring having a clear inside diameter of one inch and three quarters shall be deemed to be marketable oysters; and it shall be unlawful to dredge for, take, consign, or expose for sale any such under-sized oysters, but they may be taken for the purpose of being laid down on another bed or in different water. This regulation shall apply to all lessees of Crown Lands for oyster culture, and to all grantees of Private Fisheries.

If any person exposes for sale in any shop, boat, vehicle, stand, or place, any oysters not marketable within the meaning of this regulation, he shall be liable to a penalty not exceeding £10; but this regulation shall not apply to persons selling oyster-spat or brood to lessees and owners of private fisheries, otherwise than for consumption as food, or to oysters imported into this Colony from another Colony.

Permit to lessees and others to procure spat from Crown Lands.

28. A lessee or an owner of a private fishery desirous of obtaining a supply of spat or young oysters for the purpose of stocking his leased land or private fishery, must apply to the Commissioners for a permit, which will be granted on the terms and conditions therein specified, if the Commissioners are of opinion, after receiving the report of the Inspector, that there is sufficient young oyster stock on the foreshores of the tidal waters, on or near to which is situated the lease or private

fishery for which the supply is required, to allow of its distribution among lessees and owners of private fisheries. Such permit shall describe the area within which, and the time during which, the permission may be exercised. The fee payable for such permit shall be £1, and shall be paid to the Colonial Treasurer or officer authorized by him to receive fees under the Act.

Disposal of seized oysters.

29. Oysters seized under the authority of the Act shall be taken charge of by the seizing officer and delivered to the Inspector or person authorized by the Inspector to take delivery of such oysters. If the Inspector shall be of opinion that the oysters so seized will die or become unmarketable before adjudication, he shall cause them to be sold to the best advantage, either by private contract or by public auction at his discretion. And the proceeds of sale shall be paid into the Treasury to the credit of a special Suspense Account. If the oysters seized shall afterwards be adjudged to be forfeited, such proceeds shall be paid into the General Revenue; if not, they shall be paid to the person entitled to the oysters. But if the person in possession of the oysters at the time of seizure wishes them to be retained in the custody of the seizing officer or Inspector, such officer shall so retain them, but at the risk of such person as aforesaid, until the case has been disposed of, either by adjudication of the Justices, or by order of the Commissioners directing the Inspector to abstain from any or to stay further proceedings. Notwithstanding anything contained in this regulation, the Commissioners may direct the seizing officer or Inspector to dispose of any oysters so seized as aforesaid in such way, and subject to such terms and conditions as they may by writing addressed to such officer appoint.

Branding of oyster-bags, &c.

30. Oysters shipped on board any vessel shall be placed in bags branded with the christian and surname of the consignor and consignee, and with the name of the river or place where such oysters have been dredged or taken. For example:—Oysters dredged by John Smith at the Clarence, and shipped there for Sydney, must be placed in bags branded JOHN SMITH, CLARENCE RIVER (the name and address of the consignor), and ROBERT BROWN, SYDNEY (the name and address of the consignee). All such brands shall be in Roman capital letters not less than three inches in length, and shall be placed on the outside of the bag, at or near the middle thereof.

31. No brand of a consignor's name and address shall be affixed to any bag containing oysters so shipped unless the same has been registered either by the Inspector at the place where such oysters were dredged or taken, or with the Inspector of the Division within which the same were dredged or taken, or at the Office of the Commissioners of Fisheries in Sydney, and unless a certificate of registration under the hand of such Inspector, or a like certificate under the hand of the Secretary to the said Commissioners, shall have been given to the person desiring to register such brand.

32. The fee on the registration of an oyster-bag brand shall be two shillings and sixpence, which must be paid before the issue of the certificate to the registering officer.

Rewards on destruction of cormorants or shags.

33. On the production to an Inspector of any number of heads of cormorants or shags not being less than half a score, such Inspector shall give the person producing the same a receipt therefor, and on production of such receipt at the Treasury in Sydney, the person producing the same shall be entitled to receive a sum equal to sixpence for each head (not being in the whole less than ten) of the larger cormorant or black shag, and equal to fourpence for each head (not being less than as aforesaid) of the smaller cormorant or white bellied shag.

34. The Inspector receiving such heads shall forthwith after recording the same, destroy them by fire in the presence of some Justice of the Peace, Officer of Customs, or of the Department of the Marine Board or Constable, who shall certify the fact of such destruction under his hand on the butt of the receipt book of the Inspector.

As to public oyster reserves.

35. Portions of Crown Lands declared exempt from lease under the 33rd section, and notified in the Gazette as Public Oyster Reserves, shall be divided into two classes:—(1.) Public Oyster Reserves for recreation. (2.) Public Oyster Reserves for oyster breeding purposes.

Reserves to be under control of Inspectors.

36. All public oyster reserves shall, subject to the directions of the Commissioners, be under the control and supervision of the Inspector of the tidal waters wherein such reserves are situated. And such Inspector, or any officer of police or constable, may apprehend and lodge in custody any person found removing oysters from any Recreation Reserve in a bag or other vessel or receptacle other than a bottle, and for his own consumption, or found wantonly destroying any oysters on such reserve, or conducting himself thereon in a disorderly manner, using profane, obscene, or disgusting language, drowning or destroying dogs, goats, cats, or any animal whatsoever, or depositing any dead carcase on, or within one hundred yards of, such reserve; or exposing his person, or annoying the residents or passers by. And any person charged with the commission of any such act as aforesaid shall, on conviction thereof, forfeit and pay a sum not exceeding £10.

Licenses to gather oysters and spat for sale or culture from Breeding Reserves.

37. Annual licenses may be granted on application to the Commissioners or to the Police Magistrate or Clerk of Petty Sessions of the Bench nearest to a public oyster reserve for oyster breeding purposes, to any persons to gather oysters and spat therefrom for sale or culture, whether for laying down on the layings of the applicants or on those of other persons. The fee for every such license shall be five shillings; but each license shall authorize only the person named therein to gather such oyster or spat. If no particular portion of the reserve is specified in the license the licensee can gather throughout the entire reserve; but if a particular portion be specified, the licensee will be restricted to that portion. Notwithstanding the grant of licenses, a public oyster reserve for breeding purposes, or any portion thereof, may, if the Commissioners think fit, be withdrawn from use as a gathering ground for such time as they may appoint. And all licenses shall be deemed to be granted subject to the condition of such withdrawal.

Marking of public oyster reserves.

38. All public oyster reserves, and all portions of Crown Lands exempted from lease under section 33 of the Act, will be marked or defined by stakes, buoys, or such other mode as the Commissioners shall direct; but such marking or definition shall not be deemed to be mandatory in any case where the boundaries of any such reserve have been defined in the Gazette notifying such reserve.

As to recognizances under section 62.

39. The gaoler or person in charge of any gaol, lock-up, or police station, may liberate any person lodged in his custody under the 62nd section of the Act, on such person entering into a recognizance, with or without sureties, as such gaoler or person in charge as aforesaid shall think fit, conditioned that he will appear for examination before a Justice of the Peace at a place and time to be therein specified. And such recognizance shall be of equal obligation on the parties entering into the same, and be liable to the same proceedings for estreatment as if the same had been taken before a Justice of the Peace.

And such gaoler or person in charge as aforesaid shall make the like entries and take the same proceedings (as shall also the Justice before whom the same are tried, and the Clerk of the Peace and all other persons) in respect thereto, as are required or directed by the Towns Police Act, 2 Vic. No. 2, in respect of persons charged with any petty misdemeanour thereunder.

Regulations for the hauling and landing of gar-fish and prawn nets.

40. Every *bond-fide* gar-fish net within the meaning of section 11 of the Act, and every net having a mesh in the centre less than 2 inches, and in the wings less than 3 inches, shall be emptied in the water, and shall not be hauled ashore to a beach or strand.

41. Whenever a net used for catching prawns shall be hauled ashore to a beach, one end of such net shall be opened so as to allow all under-sized fish to escape, and only the flue or centre of the net shall be brought ashore.

Marking oyster-beds and leased areas.

42. The position of natural oyster-beds shall be marked by piles or stakes driven into the bottom at such places and in such manner as to define with reasonable accuracy the length, width, and shape of the beds. Such piles or stakes shall show above the line of high-water-mark at least 6 feet, and shall be painted red, with the words "Oyster-bed, No. " [stating the number of the bed on the particular river or tidal water] painted in white Roman letters at least 3 inches in length, on a black cross bar or batten, near the head of the pile, or stake. Piles must be not less in average diameter than 6 inches. Buoys of iron or wood may be substituted for piles or stakes, if the water be too deep for piles or stakes, or in cases of necessity, or temporarily, at the discretion of the Inspector.

43. All areas leased under section 28 or 32 shall be marked at each corner by white piles of the same dimensions, and showing out of water to the same height as in the case of natural oyster-beds, or by iron or wooden buoys, in each case painted white, at the option of the lessee, if the bottom at any such corner shall be rock, or otherwise incapable of holding a pile, or if the water be deeper than 2 fathoms at low-water. In all cases the words "Oyster lease, No. " (inserting the registered number) shall be painted in black Roman letters at least 3 inches in length, on a white cross-bar or batten near the head of the pile or stake, or across the face of the buoy.

44. Wherever practicable the piles, stakes, or buoys shall be so placed, both on natural oyster-beds and on leased areas, that imaginary lines connecting the boundaries across the river, creek, or inlet shall be at right-angles to the direction of the tide.

45. If two or more contiguous portions leased under section 28 or 32, or both, be held by the same lessee, the outer limits only of the block need to be marked by piles, stakes, or buoys, as directed by these Regulations, unless the Inspector satisfies the Commissioners that all the corners or limits of each such portion ought to be marked.

46. Every lessee who shall neglect to mark and keep marked the limits of his leased area as required by these Regulations shall be liable to a penalty not exceeding £10.

47. Any person who destroys, removes, or injures any pile, stake, or buoy, marking out the position of a natural oyster-bed, or of any leased area, or who defaces or obliterates any letters on any such pile, stake, or buoy, shall be liable to a penalty not exceeding £20 for every such offence.

48. No person engaged in dredging oysters on a natural oyster-bed shall make fast his warp to any pile, stake, or buoy defining such bed under a penalty for each offence not exceeding £2.

Disposal of forfeited Fish.

49. Fish ordered to be forfeited to Her Majesty, pursuant to the provisions of section 14 or 18, may, at the discretion of the Justice or Justices as the case may be, be handed over to the authorities of the Benevolent Asylum, or of any Hospital or Charitable Institution nearest to the place where such forfeited fish are; but, if such fish are unfit for food, such Justice or Justices shall order them to be destroyed.

Disposal of forfeited Oysters.

50. Oysters forfeited to the use of Her Majesty, pursuant to the provisions of section 39 or 46, must be destroyed if unfit for food, but otherwise shall be sold by auction, unless the Commissioners direct that they shall be laid down on a natural oyster-bed or in some tidal water. If sold, the proceeds of sale shall be paid into the General Revenue.

Disposal of forfeited Nets.

51. Fishing nets forfeited to the use of Her Majesty pursuant to the provisions of section 18 shall be sold by auction, and the proceeds of sale shall be paid into the General Revenue; but such sale shall not take place until the expiration of sixty days from the date of the conviction under the said section. The Commissioners however may in any case, if they shall be of opinion that the offence or default leading to the forfeiture was committed or arose through inadvertence or mistake recommend the Governor to restore any forfeited net to its owner.

Penalties on breach of Regulations.

52. Any person who shall commit any act in breach of, or be guilty of any default or non-compliance with the requirements or prohibitions of any of the foregoing regulations, shall in every case where no penalty or forfeiture has been in such case provided be liable to a penalty not exceeding £10.

FISHING BOAT LICENSE.

Registered No. :—
 Place of Issue :—
 Date of Issue :—
 *Name (if any) and description of Boat :—
 Name of Owner :—
 Address of Owner :—
 Date of expiration of Lease :—
 31st December, 188 .
 [Common Seal.]

* Here state name (if any, of boat), also description, and whether intended to be used for net or line fishing, or both.

FORM A.
 NEW SOUTH WALES.

Registered No.
 FISHING BOAT LICENSE.
 [Under sec. 19 of "The Fisheries Act, 1881."]
 (Place of Issue) (Date of Issue)
 Issued to of
 the Owner of the Licensed Fishing Boat*
 [Common Seal.]
 This License will remain in force until the 31st day of December, 188 and no longer.

* Here state name (if any), of boat, also description, and whether intended to be used for net or line fishing, or both.

FISHERMAN'S LICENSE.

Registered No. :—
 Place of Issue :—
 Date of Issue :—
 Name of Licensee :—
 Address of Licensee :—
 Date of Expiration of License :—

[Common Seal.]

OYSTER DREDGING LICENSE.

Registered Number :—
 Place of Issue :—
 Date of Issue :—
 Name of Licensee :—
 Address of Licensee :—
 Date of Expiration of License :—

[Common Seal.]

OYSTER DEALER'S LICENSE.

Registered Number :—
 Place of Issue :—
 Date of Issue :—
 Name of Licensee :—
 Place of Business of Licensee :—
 Date of Expiration of License :—

[Common Seal.]

FORM B.

NEW SOUTH WALES.

Registered No.

FISHERMAN'S LICENSE.

[Under sec. 20 of "The Fisheries Act, 1881."]

(Place of Issue)

(Date of Issue)

Issued to

of

under the provisions of "The Fisheries Act, 1881."

[Common Seal.]

FORM C.

NEW SOUTH WALES.

Registered No.

OYSTER DREDGING LICENSE.

[Under sec. 36 of "The Fisheries Act, 1881."]

(Place of Issue)

(Date of Issue)

Issued to

of

under the provisions of "The Fisheries Act, 1881."

[Common Seal.]

FORM D.

NEW SOUTH WALES.

Registered No.

OYSTER DEALER'S LICENSE.

[Under sec. 42 of "The Fisheries Act, 1881."]

(Place of Issue)

(Date of Issue)

Issued to

of

under the provisions of "The Fisheries Act, 1881."

[Common Seal.]

1881.

NEW SOUTH WALES.

FISHERIES ACT, 1881.

(REGULATIONS RELATING TO OYSTER-BED LEASES.)

Presented to Parliament pursuant to Act 44 Vic. No. 26, sec. 27.

Colonial Secretary's Office,
Sydney, 30th June, 1881.

His Excellency the Governor, with the advice of the Executive Council, has been pleased, in accordance with section 27 of the "Fisheries Act, 1881," to make the following Regulations relating to Oyster-bed Leases validated by the same section of the Act.

HENRY PARKES.

1. In these Regulations the term "lease" means a lease or promise of a lease made under the "Oyster-beds Act of 1868," as validated by sec. 27 of the "Fisheries Act, 1881." "Lessee" means the holder of or person entitled for the time-being to any such lease. "Inspector" means any Inspector or Assistant Inspector. "Bed" means any natural oyster-bed as defined by the said "Oyster-beds Act of 1868," or any other laying included within any such lease.

2. The yearly rent payable in respect of all oyster-beds under lease, or promise thereof, shall continue to be paid in advance, as heretofore, to the Colonial Treasurer or officer authorized by him to receive the same. And on default of payment of any such rent for one calendar month after the same shall have become due the interest of the lessee so in default shall be declared forfeited to Her Majesty, and upon notification of such forfeiture in the Gazette such interest shall be forfeited, and the lease or promise thereof shall thereupon terminate accordingly.

3. Every bed shall be open to inspection by an Inspector at any time between sunrise and sunset, and he may test, by dredging or in any other way, the condition of such bed, and of the oysters thereon.

4. No oysters capable of being passed through a metal ring having a diameter of one inch and three quarters (inside measurement) shall be taken from any bed by the lessee or any other person, except for the purpose of being laid down for culture in some other portion of the area under lease.

5. On a report in writing of the Inspector, furnished to the Commissioners, that the oysters in any specified bed, or portion of a lease, are out of condition, whether by reason of spatting or for any other cause, the Commissioners may recommend the

Governor to prohibit the removal of any oysters from such bed. Such prohibition shall be notified in the Gazette, and a notice thereof served on the lessee, or posted to or delivered at his usual place of business, shall be sufficient notice to the lessee that the taking of oysters from such bed is prohibited during the period named therein.

6. The lessee and every person employed by him for the purpose of dredging or taking oysters from a bed under lease shall each be severally liable for any breach of these regulations, or non-compliance therewith, to a penalty not exceeding £20 for every such offence or default.

7. Upon a second or subsequent conviction of the lessee for any offence under these regulations, his lease, as validated by section 27 of the said Act, may on the recommendation of the Commissioners, and in addition to any penalty prescribed by these regulations, be declared by the Governor, with the advice of the Executive Council, to be forfeited to Her Majesty.

8. Upon receipt of a report by an Inspector that any bed has been so stripped of oysters, or otherwise so mismanaged by the lessee during his tenancy that the production of oysters on such bed has, in such Inspector's opinion, been so reduced as to threaten the destruction of the bed, or to render it unfit to be dredged under Royalty, or to be worked, upon the determination of the lease, the Commissioners may call upon the lessee to show cause why they should not recommend the Governor, with the advice aforesaid, to declare the lease of such lessee to be forfeited. And upon the receipt of a recommendation by the Commissioners recommending the forfeiture of any such lease, the Governor may, by notification in the Gazette, declare the same to be, and the same shall thereupon be, forfeited accordingly.

1881.

NEW SOUTH WALES.

FISHERIES ACT, 1881.

(SUPPLEMENTARY REGULATION.)

Presented to Parliament, pursuant to Act 44 Vic. No. 26, sec. 9.

Colonial Secretary's Office,
Sydney, 8th November, 1881.

HIS Excellency the Governor, with the advice of the Executive Council, has been pleased, in accordance with section 9 of the "Fisheries Act, 1881," to make the following Supplementary Regulation relating to Marketable Oysters.

HENRY PARKES.

"FISHERIES ACT, 1881."—MARKETABLE OYSTERS.

Regulation supplementary to the 27th Regulation.

53. If any person shall dredge for or take any oysters not marketable within the meaning of the 27th Regulation, except for the purpose of laying such oysters down on another bed or in a different water, or shall consign, ship, send, or deliver, except for any such purpose, any such oysters to any other person, knowing the same to be below the marketable size prescribed by the said Regulation, such first-mentioned person shall be liable to a penalty not exceeding £20.

And all such oysters may be searched for, seized, condemned, and dealt with, pursuant to the provisions of section 67 of the Fisheries Act, 1881.

11118

1881.

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 LEGISLATIVE ASSEMBLY.
 NEW SOUTH WALES.

ADMINISTRATION OF JUSTICE.

(CASE OF PATRICK DIMOND'S LICENSE—LIST OF MAGISTRATES.)

Ordered by the Legislative Assembly to be printed, 22 July, 1881.

THE application of Patrick Dimond is ordered to be put on the sheets and granted.

Robert Guy, J. P.	B. Palmer, J.P.
S. H. Hyam, J.P.	Charles Thorne, J.P.
John Booth, J.P.	William Charles Brown, J.P.
Thomas Playfair, J.P.	John Ross, J.P.
John Rayner, J.P.	Patrick Stanley, J.P.
James Cock, J.P.	C. B. Bond, J.P.
John Solomon, J.P.	John Bird, J.P.
John See, J.P.	J. Hurley, J.P.
Thomas Henry Browne, J.P.	E. Lowther, J.P.

11 June, 1880.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLICANS LICENSING ACT.

(NUMBER OF CONVICTIONS, &c., UNDER, SINCE 1ST JANUARY, 1880.)

*Ordered by the Legislative Assembly to be printed, 6 September, 1881.**[Laid upon the Table, in accordance with promise made in answer to Question 11, Votes 37, Tuesday, 6th September, 1881.]*

1. MR. HENSON to ask THE COLONIAL SECRETARY,—

- (1.) The number of convictions under the Publicans Licensing Act for selling in prohibited hours in the Police District of Sydney, since 1st January, 1880, to this date?
- (2.) The number of convictions under the Publicans Licensing Act for selling on the Sunday in the Police District of Sydney, for the same period?
- (3.) The number of publicans summoned at the Annual Licensing Meeting for the Police District of Sydney, in 1880 and 1881, to show cause why their licenses should be renewed?
- (4.) The number of licenses recommended by the Magistrates to be cancelled?
- (5.) The offences for which they were recommended to be cancelled?

CENTRAL POLICE COURT.

- (1.) 60.
- (2.) 386.
- (3.) 24.
- (4.) 14.
- (5.) Keeping their houses open for sale of liquor during prohibited hours, principally on Sundays; allowing billiards to be played without having first obtained a license; allowing dice and cards to be played for the purpose of gaming; not having the accommodation required by the Act; allowing drunkenness and disorderly conduct on licensed premises; using obscene language; having music on portion of premises open to the public without having first obtained permission; allowing persons of bad character to assemble and remain on licensed premises.

W. CRANE, P.M.,
1 Sept., 1881.

WATER POLICE COURT.

(1.) Number of Convictions under the Licensing Act, from the 1st January, 1880, to date.		(3.) Number of Publicans summoned, at the Annual Licensing Meeting in the years 1880 and 1881, to show cause why their licenses should be renewed.		(4.) The number recommended to be cancelled.		(5.) The offences for which they were recommended to be cancelled.
(1.) For selling in prohibited hours.	(2.) For selling on Sunday.	1880.	1881.	1880.	1881.	
78	321	12	13	5	6	<ol style="list-style-type: none"> 1. House badly conducted, kept open for the reception of prostitutes, Sunday selling and prohibited hours. 2. Badly conducted house, women of ill-fame employed as barmaids, Sunday selling and prohibited hours. 3. Badly conducted house, Sunday selling and selling in prohibited hours, and using obscene language. 4. Badly conducted house, selling in prohibited hours. 5. House constant resort of prostitutes. 6. Badly conducted house, women of ill-fame employed as barmaids, refusing police admittance, selling at prohibited hours. 7. Sunday selling, gambling, person of intemperate habits, house resort of prostitutes and drunkards. 8. Had a large dancing-saloon near house, resort of the lower order of youths of both sexes from twelve to twenty years of age, filthy language made use of inside the hall, and for allowing drunkenness in his house on Sunday. 9. Selling in prohibited hours. 10. Married woman, husband living in the house with her; and using obscene language. 11. Permitting drunkenness in his house, selling in prohibited hours, and that he turned his wife out and took another woman in her place; that, on the 27th December, 1880, he did, by means of an advertisement, bring together in his licensed house and grounds a number of persons; that during the day his house and grounds were more like a butcher's shambles than anything else—half-drunken men fighting in every place round the premises, several being armed with any weapon they could lay hold of.

Water Police Office,
Sydney, 2nd September, 1881.

J. MILBOURNE MARSH,
W.P.M.

NEWTOWN POLICE COURT.

(1.) Number of convictions under the Publicans Licensing Act for selling in prohibited hours, since 1st January, 1880, to date.	(2.) Number of convictions under the Publicans Licensing Act for Sunday selling for same period.	(3.) Number of Publicans summoned, at the Annual Licensing in 1880 and 1881, to show cause why their licenses should be renewed.	(4.) Number of Licenses recommended by the Magistrates to be cancelled.	(5.) The offences for which they were recommended to be cancelled.
1	51	1	Nil.	.....

Court of Petty Sessions, Newtown,
1st September, 1881.

FRANK S. FIELDER,
C.P.S.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

TRANSFER OF A PUBLICAN'S LICENSE TO JAMES FAY.
(PAPERS RESPECTING.)

Ordered by the Legislative Assembly to be printed, 30 November, 1881.

[Laid upon Table in accordance with promise made in answer to Question 1, Votes No. 80, Friday, 25 November, 1881.]

FRIDAY, 28 OCTOBER, 1881.

To the Worshipful the Justices of the Peace acting in and for the City and District of Sydney.
I, JOHN Woods Flanagan, licensed publican, keeping the house known as the "Mansion House Hotel," in the City of Sydney, being desirous of relinquishing my business as a licensed publican for the above described house, beg respectfully to submit to your worships the name of Mr. James Fay, of George-street West, as my appointee, to whom I am solicitous your worships will be pleased to transfer the rights and privileges of my publican's general license for the residue of the term the same has now to run, in accordance with the Act of Council 25th Victoria No. 14, intituled the "Sale of Liquors Licensing Act of 1862." This application was refused.

Given under my hand, at Sydney, this 13th day of October, 1881.

JOHN WOODS FLANAGAN.

I, James Fay, householder, of George-street West, in the City of Sydney, hereby respectfully request that your worships will be pleased, in compliance with the above request of Mr. John Woods Flanagan, licensed publican, keeping the house known as the "Mansion House Hotel," and situated in George-street, in the City of Sydney, to transfer to me the license he holds for such house. I am a married man, having a wife and seven children, and I have previously held a publican's license.

Given under my hand, at Sydney, the 13th day of October, 1881.

JAMES FAY.

To the Worshipful the Justices acting in and for the District of Sydney, in the Colony of New South Wales.
Gentlemen,

No. 2 Police Station, 24 October, 1881.

I respectfully beg to object to the transfer of the publican's license held by John Woods Flanagan, for the "Mansion House Hotel," George-street South, to James Fay, on the following grounds, viz. :—

- (1st.) That within the last seven months, whilst keeping the "Golden Anchor Hotel," George-street West, that house has been badly conducted, inasmuch as he allowed it to be nightly frequented by reputed gamblers, who were permitted to remain therein until two and three o'clock in the morning.
- (2nd.) That a room in the said house, which should have been furnished as a sleeping room for public accommodation, in accordance with the "Sale of Liquors Licensing Act," and without which its requirements could not have been complied with, was evidently furnished and kept for the use of the persons already referred to, and (as I believe) for gambling purposes.
- (3rd.) That the said room contained a large padded table, a number of chairs, a board to darken the windows, and over the table a bracket with two gas burners and shades.

I have, &c.,

ALEXANDER MACKAY,
Sub-Inspector.

TUESDAY, 15 NOVEMBER, 1881.

To the Worshipful the Justices of the Peace acting in and for the City and District of Sydney.

I, JOHN Woods Flanagan, licensed publican, keeping the house known as the "Mansion House Hotel," and situated in George-street, in the City of Sydney, being desirous of relinquishing my business as a licensed publican for the above described house, beg respectfully to submit to your worships the name of Mr. James Fay, of George-street West, as my appointee, to whom I am solicitous your worships will be pleased to transfer the rights and privileges of my publican's general license for the residue of the term the same has now to run, in accordance with the Act of Council 25th Victoria No. 14, intituled the "Sale of Liquors Licensing Act of 1862."

This application
was granted.

Given under my hand, at Sydney, this 28th day of October, 1881.

JOHN WOODS FLANAGAN.

I, James Fay, householder, of George-street West, in the City of Sydney, hereby respectfully request that your worships will be pleased, in compliance with the above request of Mr. John Woods Flanagan, licensed publican, keeping the house known as the "Mansion House Hotel," and situated in George-street, in the City of Sydney, to transfer to me the license he holds for such house. I am a married man, having a wife and seven children, and I have previously held a publican's license.

Given under my hand, at Sydney, the 28th day of October, 1881.

JAMES FAY.

To the Worshipful the Justices acting in and for the District of Sydney, in the Colony of New South Wales,
Gentlemen,

No. 2 Police Station, Sydney, 8 November, 1881.

I respectfully beg to object to the transfer of the publican's license held by John Woods Flanagan, for the "Mansion House Hotel," George-street South, to James Fay, on the following grounds, viz. :—

- (1st.) That within the last seven months, whilst keeping the "Golden Anchor Hotel," George-street West, that house has been badly conducted, inasmuch as he allowed it to be nightly frequented by reputed gamblers, who were permitted to remain there until two and three o'clock in the morning.
- (2nd.) That a room in the said house, which should have been furnished as a sleeping room for public accommodation, in accordance with the "Sale of Liquors Licensing Act," and without which the requirements could not have been complied with, was evidently furnished and kept for the use of the persons referred to, and (as I believe) for gambling purposes.
- (3rd.) That the said room contained a large padded table, a number of chairs, a board to darken the windows, and over the table a bracket with two gas burners and shades.

I have, &c.,

ALEXANDER MACKAY,
Sub-Inspector.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

PUBLICANS' LICENSES.

(IN FORCE FOR THE LAST LICENSING YEAR IN CERTAIN DISTRICTS.)

*Ordered by the Legislative Assembly to be printed, 9 August, 1881.**(Laid upon Table in accordance with promise made in answer to Question 6, Votes No. 21, Tuesday, 9 August, 1881.)*

STATEMENT showing the number of Publicans' Licenses in force for the past Licensing Year in the Districts stated.

District.	No. of Licensed Houses.	District.	No. of Licensed Houses.
Sydney	861	Gunnedah	27
Albury	38	Hartley	25
Armidale	51	Hay	63
Bathurst	72	Maitland	61
Berrima	18	Molong	24
Bourke	56	Mudgee	30
Braidwood	20	Newcastle	134
Burrowa	20	Orange	46
Carcoar... ..	36	Parramatta	38
Cooma	17	Tamworth	65
Coonamble	17	Wagga Wagga	85
Corowa	18	Walgett	21
Deniliquin	52	Waratah	21
Dubbo	66	Warialda	21
Forbes	63	Wellington	22
Goulburn	64	Wilcannia	29
Grafton... ..	62	Windsor	22
Gulgong	20	Yass	19
Gundagai	35	Young... ..	66
		Total	2,405

Treasury, 9 August, 1881.

W. NEWCOMBE,
Receiver.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING PUBLIC-HOUSES.

(PETITION FROM THE PRESIDENT OF THE CHURCH OF ENGLAND SYNOD IN THE DIOCESE OF SYDNEY.)

Received by the Legislative Assembly, 13 July, 1881.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned, President of the Church of England Synod in the Diocese of Sydney,—

RESPECTFULLY SHOWETH :—

That in a recent session of the aforesaid Synod your Petitioner was authorised by and on behalf of such Synod to petition your Honorable House to make such amendments in the Law which at present exists with regard to licensing Public-houses for the sale of intoxicating liquors, as experience has proved to be urgently needed.

That your Petitioner firmly believes that the drinking habits of the people are largely affected by the facilities afforded for procuring intoxicating liquors, and that an increase of those facilities produces in the community an increase of intemperance, and with this an increase of immorality, pauperism, disease and crime, entailing a woful waste of wealth, labour, and life, with a largely increased expenditure by the State in the support of asylums, hospitals, gaols, and police.

That your Petitioner submits for the consideration of your Honorable House that while the Church of England and other Temperance Societies are laudably striving to correct these evils and to develop habits of thrift, industry, and sobriety, in the people of the Colony, their labours are greatly impeded and frustrated by the attractions and influence of the numerous public-houses now licensed by the State.

That for these and other reasons your Petitioner as representing the Synod before mentioned earnestly prays your Honorable House taking the premises into consideration, to adopt such measures as shall tend to ameliorate the evils which are occasioned by the present law, and largely to diminish the traffic in intoxicating liquors.

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

Signed, on behalf of the Synod,
WILLIAM M. COWPER,
President.

July 9, 1881.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL.
(MESSAGE No. 6.)

Ordered by the Legislative Assembly to be printed, 14 July, 1881.

AUGUSTUS LOFTUS,
Governor.

Message No. 6.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to re-model the law relating to Publicans and other persons engaged in the sale of liquor.

*Government House,
Sydney, 13 July, 1881.*

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL.

(PETITION AGAINST—PRESIDENT AND VICE-PRESIDENTS OF THE CITY AND PROVINCIAL LICENSED
VICTUALLERS' ASSOCIATION.)

Received by the Legislative Assembly, 20 July, 1881.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the members of the City and Provincial Licensed Victuallers' Association,—

SHOWETH:—

That your Petitioners have read the Bill recently introduced into Parliament to remodel the laws relating to publicans and other persons engaged in the sale of liquors.

That your Petitioners have held a meeting of their members to consider the provisions of the said Bill, and at such meeting it was resolved that a Petition should be presented to Parliament protesting against the Bill becoming law.

That your Petitioners, therefore, humbly protest against the following clauses in the said Bill, viz. :—
Part I.—Clause 6, sub-clause 1: Your Petitioners would humbly suggest that, instead of the proposed Board, a Judge be appointed, similar to the practice in England and Ireland; or, if a Board be insisted upon, and as referred to in sub-clause 4, that the restriction might with advantage be enlarged with justice to the other side, so as to include professed teetotallers or persons beneficially interested in temperance hotels and coffee palaces. Clause 10, sub-clause 1: Your Petitioners humbly object to old-established and notedly respectable hotels being subject to this humiliating and iniquitous proceeding, and object to sub-clause 4 as being tyrannical as regards retail stores. Clause 19: Your Petitioners humbly protest against the power proposed to be given to inspectors to enter any part of any licensed premises, and suggest that the power to enter and search should be limited to the bar where the liquors are sold, or to the cellars where the same are kept.

Your Petitioners also protest against the powers given to any inspectors to take a list of their stock, and suggest that, owing to the large interests involved and the revenue derived from the duties on spirits, the Government should appoint an analytical chemist to analyse all liquors before they leave the bonded warehouse or wine and spirit merchants' stores, and issue a voucher for same. Clause 21: Your Petitioners humbly protest against this clause as being most arbitrary and despotic. Part II.—Clause 22, sub-clause 5: Your Petitioners humbly object to this sub-clause. A proviso should be inserted to prohibit them from serving and selling to civilians; and in sub-clause 6 they humbly suggest that the word "guests," so far as it applies to purchasing drink and paying for it at clubs, should be cancelled. Clause 24: Your Petitioners humbly suggest that the hours for selling be from 4 o'clock in the morning to 12 o'clock at night. Clause 26: Your Petitioners humbly suggest that the license fee for selling Colonial wine be increased to £10. Clause 27: Your Petitioners humbly protest against the bottle license proposed by this clause, and suggest that no wine and spirit merchant be allowed to sell less than four gallons at one time of the same spirit or liquors to other than licensed victuallers. Clause 29: Your Petitioners humbly object to this clause requiring notice of intending applicants for licenses having to post notices of their intention on their doors and inserting the same in newspapers. And your Petitioners would also humbly suggest that all board and lodging houses should be licensed, and the keepers be made to contribute towards the revenue. Clause 31, sub-clauses 1 to 6: Your Petitioners humbly protest against these clauses as being antagonistic to the interest of the licensed victuallers, and tending to decrease the number of first-class hotels and to the increase of low public-houses or drinking shops. Clause 36, sub-clause 1: Your Petitioners humbly object to this sub-clause being inserted. Clause 40: Your Petitioners humbly protest against sub-clauses *a*, *b*, and *c*, and suggest that £25 per annum ought to be the standard fee for a license, as in the neighbouring colonies, and that sub-clause 4 be struck out altogether. Clause 44: Your Petitioners humbly protest against the power given to the owners of premises being allowed to object to the removal of a license, as great hardship might be cast upon a publican whose lease of premises might expire, and having paid for his license, have to forfeit it, unless he could get the consent of his landlord to remove it. Clause 46: Your Petitioners humbly protest against this clause, as a loan may be made by a publican to a relative, another publican, which would give him an interest in the house and license, or a publican may be the holder of a license for one hotel and be the owner of another, and so would have a beneficial interest in each, which would make him liable to a penalty.

penalty. Clause 47: Your Petitioners humbly protest against this clause, requiring publicans in the City of Sydney to keep a light burning all night, and humbly suggest that a proviso should be introduced into the clause exempting any publican within the City from keeping a light burning after the hour of closing his hotel. Clause 48: Your Petitioners humbly suggest that, upon any conviction under this section, an informer should get half the fine. Your Petitioners humbly suggest that a clause be inserted after clause 56, empowering publicans to sell goods distrained for accommodation supplied, and enable them to sell same by public auction after the lapse of three months from the accruing of the debt. Clause 63: Your Petitioners humbly suggest that the hours for selling for each of the business days of the week be from 4 o'clock in the morning to 12 o'clock at night, and that the hours for selling on Sunday should be the same as those mentioned for Good Friday and Christmas Day, and that liquors be allowed to be consumed on the premises. Clause 64: Your Petitioners humbly suggest that the distance for travellers be reduced to two miles, and that it should not be compellable to prove a customer as a *bona-fide* traveller by the person selling. Part III.—Clause 70: Your Petitioners humbly suggest that nothing less than four gallons of one and the same spirit or liquor be supplied to others than publicans. Clause 72: Your Petitioners humbly suggest that a fee of £10 per annum be paid for billiard and £5 for bagatelle tables, the same not being attached to a licensed house and used for gain. Part IV.—Clause 76: Your Petitioners also humbly protest against this clause, as being most arbitrary and despotic; and they wish to draw the attention of the Legislature to this fact: that if a publican shall be convicted of the most trifling offences under the Act, on three occasions, for a period of three years previously, he becomes disqualified from holding a license for a period of three years, and this disqualification he would be subject to, if convicted three times, for not having a light over his door. Clause 87: Your Petitioners humbly suggest that the police acting under this clause should wear some badge or other mark of distinction. Clause 89: Your Petitioners humbly suggest that this clause be expunged, as they think they ought not to be made the subject of any proceeding under this clause any more than other tradesmen. - Clause 90: Your Petitioners humbly suggest that the words "to remain in or knowingly harbouring" should be inserted in this clause. Clause 95: Your Petitioners humbly protest against the amount of five pounds being a bar to appeals.

Your Petitioners therefore humbly pray that your Honorable House will take their case and the several matters referred to in this petition into your favourable consideration and afford them such relief and assistance as to your Honorable House shall seem fit.

And your Petitioners, as in duty bound, will ever pray, &c.

For and on behalf of the City and Provincial Licensed Victuallers' Association.

RICHARD A. WATSON, President.
 JOSEPH A. BOWDEN, } Vice-Presidents.
 EDWARD PERKINS, }

Dated this nineteenth day of July, 1881.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LICENSING BILL (NO. 2.)

PETITION AGAINST—PRESIDENT AND VICE-PRESIDENTS OF THE CITY AND PROVINCIAL LICENSED VICTUALLERS' ASSOCIATION.

Received by the Legislative Assembly, 20 September, 1881.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned members of the City and Provincial Licensed Victuallers' Association,—

SHOWETH :—

That your Petitioners have read the Bill recently introduced into Parliament to remodel the laws relating to publicans and other persons engaged in the sale of liquors.

That your Petitioners have held a meeting of their members to consider the provisions of the said Bill, and at such meeting it was resolved that a Petition should be presented to Parliament protesting against the Bill becoming law.

That your Petitioners, therefore, humbly protest against the following clauses in the said Bill, viz. :—
Part I.—Clause 6, sub-clauses 1 and 4 : Your Petitioners would humbly suggest that, instead of the proposed Board, a Judge be appointed ; or, if a Board be insisted upon, and as referred to in sub-clause 4, that the restriction might with advantage be enlarged with justice to the other side, so as to include professed teetotallers or persons beneficially interested in temperance hotels and coffee palaces. Clause 10, sub-clauses 1 and 4 : Your Petitioners humbly object to old-established and notably respectable hotels being subject to this humiliating and iniquitous proceeding, and also to sub-clause 4 as being tyrannical as regards retail stores. Clause 19 : Your Petitioners humbly protest against the power proposed to be given to inspectors to enter any part of any licensed premises, and suggest that the power to enter and search should be limited to the bar where the liquors are sold, or to the cellars where the same are kept.

We also protest against the powers given to any inspector to take a list of our stock, and suggest that, owing to the large interests involved and the revenue derived from the duties on spirits, the Government should appoint an analytical chemist to analyse all liquors before they leave the bonded warehouse or wine and spirit merchants' stores, and issue a voucher for same. Clause 21 : Your Petitioners humbly protest against this clause as being most arbitrary and despotic. Part II.—Clause 22, sub-clauses 5 and 6 : Your Petitioners humbly object to sub-clause 5. A proviso should be inserted to prohibit them from serving and selling to civilians ; and in sub-clause 6 we humbly suggest that the word "guests," so far as it applies to purchasing drink and paying for it at clubs, should be cancelled. Clause 24 : Your Petitioners humbly suggest that the hours for selling be from 4 o'clock in the morning to 12 o'clock at night. Clause 26 : Your Petitioners humbly suggest that the license fee for selling Colonial wine be increased to £10. Clause 27 : Your Petitioners humbly protest against the bottle license proposed by this clause, and suggest that no wine and spirit merchant be allowed to sell less than four gallons at one time of the same spirit or liquor to other than licensed victuallers. Clause 29 : Your Petitioners humbly object to this clause, requiring notice of intending applicants for licenses having to post notices of their intention on their doors, and inserting the same in newspapers. And your Petitioners would also humbly suggest that all board and lodging houses should be licensed, and the keepers be made to contribute to the revenue. Clause 31, sub-clauses 1 to 6 : Your Petitioners humbly protest against these clauses as being antagonistic to the interests of the licensed victuallers, and tending to decrease the number of first-class hotels and to the increase of low public-houses or drinking shops. Clause 34 : Your Petitioners humbly protest against the introduction of local option in any form. Clause 36, sub-clause 1 : Your Petitioners humbly object to this sub-clause being inserted. Clause 40, sub-clauses 1 (*a, b, c*) and 4 : Your Petitioners humbly protest against sub-clause 1 (*a, b, c*), and suggest that £25 per annum ought to be the standard fee for a license, as in the neighbouring colonies, and that sub-clause 4 be struck out altogether. Clause 44 : Your Petitioners humbly protest against the power given to the owners of premises being allowed to object to the removal of license, as great hardship might

be cast upon a publican whose lease of premises might expire, and having paid for his license, have to forfeit it, unless he could get the consent of his landlord to remove it. Clause 46: Your Petitioners humbly protest against this clause, as a loan may be made by a publican to a relative, another publican, which would give him an interest in the house and license, or a publican may be the holder of a license for one hotel and be the owner of another, and so would have a beneficial interest in each, which would make him liable to a penalty. Clause 47: Your Petitioners humbly protest against this clause, requiring publicans in the City of Sydney to keep a light burning all night, and humbly suggest that a proviso be introduced into the clause exempting any publican within the city from keeping a light burning after the hour of closing his hotel. Clause 48: Your Petitioners humbly suggest that, upon any conviction under this section, an informer should get half the fine. Your Petitioners humbly suggest that a clause be inserted, after clause 56, empowering publicans to sell goods distrained for accommodation supplied, and enable them to sell same by public auction after the lapse of three months, and duly advertising. Clause 63: Your Petitioners humbly suggest that the hours for selling for each of the business days of the week be from 4 o'clock in the morning to 12 o'clock at night, and that the hours for selling on Sunday should be the same as those mentioned for Good Friday and Christmas Day, similar to the hours for selling in England, where it was found to work well; and that liquors be allowed to be consumed on the premises. Clause 64: Your Petitioners humbly suggest that the distance for travellers be reduced to two miles, and that it should not be compellable to prove a customer a *bona fide* traveller by the person selling, as the holder of the license would be at the mercy of any designing stranger. Part III.—Clause 70: Your Petitioners humbly suggest that nothing less than four gallons of one and the same spirit or liquor be supplied to others than publicans. Part IV.—Clause 73: Your Petitioners also humbly protest against this clause, as being most arbitrary and despotic; and we wish to draw the attention of the Legislature to this fact: that if a publican shall be convicted of the most trifling offences under the Act, on three occasions, for a period of three years previously, he becomes disqualified from holding a license for a period of three years, and this disqualification he would be subject to, if convicted three times, for not having a light over his door. Clause 84: Your Petitioners humbly suggest that the police acting under this clause should wear some badge or other mark of distinction. Clause 86: Your Petitioners humbly suggest that this clause be expunged, as they think they ought not to be made the subject of any proceeding under this clause any more than other tradesmen. Clause 87: Your Petitioners humbly suggest that the words "to remain in or knowingly harbouring" should be inserted in this clause. Clause 92: Your Petitioners humbly protest against the amount of five pounds being a bar to appeals.

Your Petitioners therefore humbly pray that your Honorable House will take their case and the several matters referred to in this Petition into your favourable consideration, and afford them such relief and assistance as to your Honorable House shall seem meet.

And your Petitioners, as in duty bound, will ever pray, &c.

For and on behalf of the City and Provincial Licensed Victuallers' Association.

R. A. WATSON, President.
EDWD. PERKINS,
JOSEPH A. BOWDEN, } Vice-Presidents.

Dated this twentieth day of September, 1881.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LICENSING BILL.

(PETITION FROM THE REV. WILLIAM M. COWPER, ACTING PRESIDENT OF THE COMMITTEE AND OFFICERS OF THE NEW SOUTH WALES CHURCH OF ENGLAND TEMPERANCE SOCIETY.)

Received by the Legislative Assembly, 2 August, 1881.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Committee and Officers of the New South Wales Church of England Temperance Society,—

RESPECTFULLY SHOWETH:—

1. That their Society has been established with a view to the removal and prevention of the manifold evils arising from the intemperate habits which are so widely prevalent.

2. That they have learnt with satisfaction that a Bill has been introduced into your Honorable House with a view to the re-modelling of the law relating to persons engaged in the sale of liquor.

3. That your Petitioners are of opinion that the provisions of the said Act require to be amended in certain particulars, viz:—

(a) With regard to the principle of local option, so as to apply it to the granting of renewals as well as to the issue of new licenses.

(b) With regard to the voting, under the local option clause, which, in the opinion of your Petitioners, should be decided by a two-thirds majority of all the votes taken, and not by a two-thirds majority of possible votes.

(c) With regard to the 27th clause, in which that part relating to bottle licenses should be struck out, your Petitioners are persuaded that its retention will lead to an increased consumption of liquor in the homes of the people to the injury of their moral and social welfare.

(d) With regard, further, to the granting of licenses at ten pounds per annum to roadside inns, which your Petitioners believe would be most prejudicial.

(e) And, with regard to the sale of liquor upon the Lord's Day, your Petitioners are decidedly of opinion that all public-houses should be closed throughout the Colony upon the Sabbath-day.

Your Petitioners therefore pray your Honorable House to take these premises into your careful consideration, and by the adoption of these amendments to render the proposed measure more satisfactory and beneficial to the community.

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

Signed on behalf of the Committee and officers of the Church of England Temperance Society,

WILLIAM M. COWPER,
Acting President.

Similar Petitions were received,—

- On 4th August—From Residents of Woolloomooloo, in Public Meeting assembled in Palmer-street Presbyterian School-room; 2 signatures.
- „ From Residents of Paddington, in Public Meeting assembled in St. Matthias' School-room; 2 signatures.
- „ From Residents of the Manning River District, in Public Meeting assembled at Tinonee; 2 signatures.
- „ From the Hearts of Oak Division No. 127 Sons of Temperance; 2 signatures.
- „ From Matrons and Spinsters in the District of Morpeth; 62 signatures.
- „ From Residents of the District of Morpeth, in Public Meeting assembled in the School-house, Miller's Forest; 2 signatures.
- „ From Matrons and Spinsters resident in the District of the Manning River; 83 signatures.
- „ From Matrons and Spinsters resident in the District of Barrington, County of Gloucester; 40 signatures.
- „ From Residents of the District of Barrington, County of Gloucester, in Public Meeting assembled in the Old School-house, Barrington River; 2 signatures.
- „ From Residents of the District of Redfern, in Public Meeting assembled in St. Paul's School-room, Chippendale; 2 signatures.

- On 4th August—From Residents of the District of Chippendale ; 25 signatures.
 „ From Matrons and Spinsters resident in the District of Chippendale ; 89 signatures.
 „ From Residents of the District of Chippendale, in Public Meeting assembled in the Mission Hall, Abercrombie-street ; 2 signatures.
 „ From Residents of Sydney, in Public Meeting assembled in the Sailors' Reading-room ; 2 signatures.
 „ From Residents of the Parading Ground, Newcastle, in Public Meeting assembled in the Wesleyan Church ; 2 signatures.
 „ From Residents of the District of Molong, in Public Meeting assembled in the School of Arts ; 2 signatures.
 „ From Residents of the District of South Sydney, in Public Meeting assembled in the Presbyterian School-room ; 2 signatures.
 „ From Residents of Sydney, in Public Meeting assembled in the Haymarket Reserve ; 2 signatures.
- On 5th August—From Residents of the District of Woollahra, in Public Meeting assembled in St. Mark's School-room ; 2 signatures.
 „ From Residents of the District of Paterson, in Public Meeting assembled in the Odd-fellows' Hall ; 2 signatures.
 „ From Residents of the District of Dungog, in Public Meeting assembled in the Protestant Hall ; 2 signatures.
 „ From Matrons and Spinsters resident in the District of Paterson ; 90 signatures.
 „ From Residents of the District of Hinton, in Public Meeting assembled in the School of Arts ; 2 signatures.
 „ From Residents of the District of Bathurst, in Public Meeting assembled in the Town Hall ; 1 signature.
 „ From Residents of Palmer's Island, Lower Clarence, in Public Meeting assembled in the Protestant Hall, Palmer's Island ; 2 signatures,
 „ From Residents of the District of Vegetable Creek, in Public Meeting assembled in the Temperance Hall, Vegetable Creek ; 2 signatures.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LICENSING BILL.

(PETITION FROM RESIDENTS OF PARRAMATTA AND SURROUNDING DISTRICTS.)

Received by the Legislative Assembly, 10 August, 1881.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned,—

HUMBLY SHOWETH:—

That your Petitioners desire to express their satisfaction at the Government of the day introducing a Bill to amend the laws relating to the traffic in intoxicating liquors, in which the principle of local option is fully acknowledged as a correct one.

Your Petitioners would, however, call the attention of honorable Members to certain defects, which if permitted to remain must of necessity much impair, if not entirely destroy, the true objects as well as the usefulness of the measure.

1st. Your Petitioners consider that clause 63 should be so amended as to provide for the entire closing of all licensed public-houses during the whole of the Sabbath day, and that publicans should in the matter be placed in the same position as other tradesmen.

2nd. That clause 27 relating to bottle licenses be omitted, as the experience of the United Kingdom and other lands where the system has been tried proves it to be highly injurious to the morals of the people.

3rd. That the clauses relating to local option require amending, so as to carry out a principle admitted by the Bill as correct. To do this fairly, your Petitioners submit that a majority of the votes cast should, under a liberal Constitution like our own, be sufficient; and that the asking for a two-third majority of all possible votes is equal to the demanding of an impossibility.

4th. That the principle of local option be applied to removals and renewals as well as to new licenses.

5th. That the granting of £10 licenses to roadside inns will prove a grave mistake, and call into existence a number of houses of inferior character on the sides of the public roads, whose tendency will be to lower the morals of the people, increase crime, and cause a wide-spread demand for additional police protection.

Finally, your Petitioners would submit to the honorable Members the desirability of introducing a clause in the proposed measure which would have the effect of closing all public-houses on the day of election in each particular district.

We humbly pray that you will give the foregoing premises your earnest and careful consideration, with a view to make the proposed measure not only acceptable to your Petitioners but also prove a blessing to the community.

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

[Here follow 219 signatures.]

Similar Petitions were received,—

On 10th August, from residents of the District of Monaro, in Public Meeting assembled in the School of Arts, Cooma; 2 signatures.

On 11th August, from residents of the District of Maclean, Lower-Clarence, in Public Meeting assembled in the Wesleyan Church; 2 signatures.

On 11th August, from residents of West Sydney, in Public Meeting assembled in the Temperance Hall, Pitt-street; 1 signature.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LICENSING BILL.

(PETITION FROM CITIZENS OF NEWCASTLE, IN PUBLIC MEETING ASSEMBLED.)

Received by the Legislative Assembly, 16 August, 1881.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Citizens of Newcastle, in public meeting assembled, in the Victoria Theatre, Newcastle, on the 10th day of August, 1881,—

HUMBLY SHOWETH:—

That your Petitioners desire to express their satisfaction at the Government of the day introducing a Bill to amend the laws relating to the traffic in intoxicating liquors, in which the principle of local option is fully acknowledged as a correct one.

Your Petitioners would however call the attention of the honorable Members to certain defects, which, if permitted to remain, must of necessity much impair, if not entirely destroy, the true objects as well as the usefulness of the measure.

1st. Your Petitioners consider that clause 63 should be so amended as to provide for the entire closing of all licensed public-houses during the whole of the Sabbath Day, and that publicans should in the matter be placed in the same position as other tradesmen.

2nd. That clause 27, relating to bottle-licenses, be omitted, as the experience of the United Kingdom and other lands, where the system has been tried, proves it to be highly injurious to the morals of the people.

3rd. That the clauses relating to local option require amending so as to carry out a principle admitted by the Bill as correct. To do this fairly, your Petitioners submit that a majority of the votes cast should, under a liberal Constitution like our own, be sufficient, and that the asking of a two-third majority of all possible votes is equal to demanding an impossibility.

4th. That the principle of local option be applied to removals and renewals as well as to new licenses.

5th. That the granting of £10 licenses to road-side Inns will prove a great mistake, and call into existence a number of houses of inferior character on the sides of the public roads, whose tendency will be to lower the morals of the people, increase crime, and cause a wide-spread demand for additional police protection.

Finally, your Petitioners would submit to the honorable Members the desirability of introducing a clause in the proposed measure which would have the effect of closing all public-houses on the day of election in each particular district.

We humbly pray that you will give the foregoing premises your earnest and careful consideration, with a view to make the proposed measure not only acceptable to your Petitioners but also prove a blessing to the community.

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

Signed by order of and on behalf of the meeting,—

JOSEPH CREER,
Chairman.

THOS. H. SMITH,
Secretary.

Similar Petitions were received

On 16th August, from Residents of the District of Waratah, in Public Meeting assembled in the Northumberland Hall; 2 signatures.

On 16th August, from Residents of Redbank, Manning River, in Public Meeting assembled in the Protestant Hall; 2 signatures.

On 16th August, from Matrons and Spinsters resident in the District of Macleay; 212 signatures.

On 16th August, from Residents of the Macleay District, in Public Meeting assembled in the Good Templars' Hall, West Kempsey; 1 signature.

On 16th August, from Residents of the City of Sydney, in Public Meeting assembled in the Temperance Hall, Pitt-street; 1 signature.

- On 16th August, from Residents of the Town of Mudgee, in Public Meeting assembled ; 2 signatures.
- On 17th August, from Members of the Bega Band of Hope ; 2 signatures.
- On 17th August, from Residents of the District of Wallabadah, in Public Meeting assembled in the Church of England School-room ; 2 signatures.
- On 18th August, from Residents of the District of Oberon, in Public Meeting assembled in the Temperance Hall ; 2 signatures.
- On 18th August, from Matrons and Spinsters resident in the District of the Glebe ; 202 signatures.
- On 18th August, from Residents of the City of Sydney ; 150 signatures.
- On 18th August, from Residents of the District of Ulladulla, in Public Meeting assembled in the School of Arts ; 2 signatures.
- On 18th August, from Officers and Members of the No. 1 Grand Division of the Sons of Temperance, in Session assembled in the Temperance Hall, Pitt-street, Sydney ; 2 signatures.
- On 18th August, from Matrons and Spinsters resident in the District of Morpeth ; 121 signatures.
- On 18th August, from Residents of Morpeth, in Public Meeting assembled ; 16 signatures.
- On 18th August, from Residents of the District of Morpeth ; 108 signatures.
- On 18th August, from Residents of the District of Larga, in Public Meeting assembled in the Largs School of Arts ; 2 signatures.
- On 18th August, from Matrons and Spinsters, resident in the District of Mudgee ; 230 signatures.
- On 18th August, from Residents of the District of Mudgee ; 175 signatures.
- On 18th August, from Residents of the District of Darlington, in Public Meeting assembled ; 2 signatures.
- On 18th August, from Residents of the District of Bungendore ; 56 signatures.
- On 18th August, from Matrons and Spinsters, resident in the District of Bungendore ; 68 signatures.
- On 18th August, from Residents of the District of Taree, in Public Meeting assembled in the Protestant Hall ; 2 signatures.
- On 18th August, from Residents of the District of Bega, in Public Meeting assembled in the School of Arts ; 2 signatures.
- On 18th August, from Matrons and Spinsters resident in the District of Brogo ; 26 signatures.
- On 18th August, from Residents of the District of Brogo, in Public Meeting assembled ; 2 signatures.
- On 18th August, from Residents of the District of Judd's Creek, in Public Meeting assembled in the Temperance Hall at Judd's Creek ; 2 signatures.
- On 18th August, from Residents of the District of Bundanoon, in Public Meeting assembled in the Primitive Methodist Chapel ; 2 signatures.
- On 18th August, from Residents of the District of the Manning River ; 16 signatures.
- On 18th August, from Matrons and Spinsters resident in the District of Kimbriki, Manning River ; 23 signatures.
- On 18th August, from Residents of the District of Kimbriki, Manning River ; 26 signatures.
- On 18th August, from Residents of the Manning River District ; 44 signatures.
- On 18th August, from Matrons and Spinsters resident in Sussex-street North, Sydney ; 68 signatures.
- On 18th August, from Residents of the District of Pymont, assembled in Public Meeting in the Public Hall, Harris-street ; 2 signatures.
- On 18th August, from Residents of the District of Kiama, in Public Meeting assembled in the Temperance Hall, Kiama ; 2 signatures.
- On 18th August, from Matrons and Spinsters resident in the District of Redfern ; 247 signatures.
- On 18th August, from Residents of and near the District of Darlington ; 25 signatures.
- On 18th August, from Residents of the District in or near Redfern ; 142 signatures.
- On 18th August, from Matrons and Spinsters resident in and near the District of Darlington ; 82 signatures.
- On 18th August, from Residents of the District of Rockley, in Public Meeting assembled in the Wesleyan Church ; 2 signatures.
- On 18th August, from Residents of the District of Bathurst, in Public Meeting assembled in the Church School-room ; 3 signatures.
- On 18th August, from Residents of Bathurst ; 35 signatures.
- On 18th August, from Matrons and Spinsters resident in the Districts of Springside and Cadia ; 78 signatures.
- On 18th August, from the Congregational Union of New South Wales ; 3 signatures.
- On 18th August, from Residents of the District of Orange, in Public Meeting assembled in the School of Arts ; 2 signatures.
- On 18th August, from Residents of the District of Hill End, in Public Meeting assembled in the Temperance Hall ; 2 signatures.
- On 18th August, from Matrons and Spinsters resident in George-street, West Sydney ; 131 signatures.
- On 19th August, from Residents of the District of Bega, in Public Meeting assembled ; 2 signatures.
- On 19th August, from Residents of the District of Bega ; 30 signatures.
- On 19th August, from Matrons and Spinsters resident in the District of Bega ; 24 signatures.
- On 19th August, from Residents in the District of Eden, in Public Meeting assembled ; 26 signatures.
- On 19th August, from Residents of the District of Glen Innes, in Public Meeting assembled in the Temperance Hall ; 2 signatures.
- On 19th August, from Residents of the District of Lambton, in Public Meeting assembled in the Music Hall ; 2 signatures.
- On 19th August, from Residents of Miller's Point, in Public Meeting assembled in the Trinity School-room ; 2 signatures.
- On 19th August, from Residents of the District of the Hawkesbury, in Public Meeting assembled in the School of Arts, Windsor ; 2 signatures.
- On 19th August, from Residents of the District of West Maitland, in Public Meeting assembled in the School of Arts ; 2 signatures.
- On 19th August, from Matrons and Spinsters resident in the District of St. Mary's, South Creek ; 141 signatures.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL.

(PETITION FROM RESIDENTS OF THE DISTRICT OF CHATSWORTH, IN PUBLIC MEETING ASSEMBLED.)

Received by the Legislative Assembly, 23 August, 1881.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned residents of the District of Chatsworth, in Public Meeting assembled in the Temperance Hall, on the 1st day of August, 1881,—

HUMBLY SHOWETH :—

That your Petitioners hail with satisfaction the introduction, by the Government, of a Bill to amend the law relating to the use and sale of intoxicating liquors, and are pleased to observe that the fundamental principle of local option, although in an imperfect and objectionable form, is embodied in the proposed measure. Being fully impressed with the necessity of a radical reform in the existing liquor traffic, and that the indiscriminate sale of intoxicating drink is fraught with great danger and absolute injury to a large proportion of the community, we humbly submit the following amendments in the proposed measure for your consideration, viz. :—

1. That the principle of local option shall apply to the granting of renewals as well as to the issue of new licenses.
2. That the voting under the local option clause shall be decided by a majority of all votes cast, in contradistinction to the proposal of a two-thirds majority of possible votes.
3. That clause No. 27 relating to bottle licenses be struck out, as its introduction would lead to the consumption of alcohol in the homes of the people, and thus tend to most undesirable consequences.
4. That the proposal to grant license to roadside inns at £10 per annum would have a prejudicial effect in multiplying such houses to the injury of their respective neighbourhoods.
5. That clause 63 be amended, so that all public-houses shall be closed during the whole of the Sabbath day throughout the colony.

We humbly pray that you will give the foregoing premises your earnest and careful consideration with a view to make the proposed measure not only acceptable to your Petitioners but also prove a blessing to the community.

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

Signed by order of, and in behalf of, the meeting,

G. J. GREY, Chairman.
GEO. JONES, Secretary.

Similar Petitions were received :—

- On 23 August, from Residents of the District of Chatsworth Island; 79 signatures.
- „ from Matrons and Spinsters resident in the District of Chatsworth Island; 112 signatures.
- On 23 August, from Residents of Ulmarra, in Public Meeting assembled; 1 signature.
- „ from Matrons and Spinsters resident in the District of Balmain; 128 signatures.
- „ from Residents of the District of Coonamble, in Public Meeting assembled in the Mechanics' Institute; 2 signatures.
- On 23 August, from John Roseby, Chairman of a Public Meeting; 1 signature.
- „ from Citizens of Grafton, in Public Meeting assembled in the School of Arts; 1 signature.
- On 24 August, from Residents of the District of East Maitland, in Public Meeting assembled in the Mechanics' Institute; 2 signatures.
- On 24 August, from Residents of the District of Orange, in Public Meeting assembled at Spring Grove; 2 signatures.
- On 24 August, from Residents of the District of Springside; 84 signatures.
- On 25 August, from Matrons and Spinsters resident in the District of Newtown; 129 signatures.

- On 25 August, from Members of the Church of England Temperance Society, Sons of Temperance, Residents of the District of Cobbity and Camden, in Public Meeting assembled; 1 signature.
- On 25 August, from Members of the Church of England, Uralla; 36 signatures.
- ” from Residents of the District of Newtown, in Public Meeting assembled in the Town Hall; 2 signatures.
- On 25 August, from Matrons and Spinsters in the District of Newtown; 626 signatures.
- On 26 August, from Residents of Wallsend and surrounding Districts; 380 signatures.
- ” from Residents of the District of Richmond River, in Public Meeting assembled in the Temperance Hall, Lismore; 62 signatures.
- On 26 August, from Residents of the District of Newtown; 352 signatures.
- ” from Residents of the District of St. Mary's, South Creek, in Public Meeting assembled in the Church of England Sunday School Room; 2 signatures.
- On 26 August, from the Municipal Council of the Borough of Paddington; 2 signatures.
- ” from Residents of South Sydney, in Public Meeting assembled in the Presbyterian School Room, Pitt-street; 2 signatures.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL.

(PETITION FROM RESIDENTS OF THE DISTRICT OF TAMWORTH.)

Received by the Legislative Assembly, 30 August, 1881.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Residents of the District of Tamworth,—

HUMBLY SHOWETH :—

That your Petitioners hail with satisfaction the introduction by the Government of a Bill to amend the law relating to the use and sale of intoxicating liquors, and are pleased to observe that the fundamental principle of local option, although in an imperfect and objectionable form, is embodied in the proposed measure. Being fully impressed with the necessity of a radical reform in the existing liquor traffic, and that the indiscriminate sale of intoxicating drinks is fraught with great danger and absolute injury to a large proportion of the community, we humbly submit the following amendments for your consideration, viz. :—

1. That the principle of local option shall apply to the granting of renewals as well as to the issue of new licenses.
2. That voting under the local option clause shall be decided by a majority of all votes cast, in contra-distinction to the proposal of a two-thirds majority of possible votes.
3. That clause No. 27, relating to bottle licenses, be struck out, as its introduction would lead to the consumption of alcohol in the homes of the people, and thus tend to most undesirable consequences.
4. That the proposal to grant licenses to roadside inns at a lower fee than that now charged would have a prejudicial effect in multiplying such houses, to the injury of their respective neighbourhoods, and would tend to lower the morals of the people and increase crime.
5. That clause 63 be amended, so that all public-houses shall be closed during the whole of the Sabbath day throughout the Colony.

We humbly pray that you will give the foregoing premises your earnest and careful consideration, with a view to make the proposed measure not only acceptable to your Petitioners but also prove a blessing to the community.

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

EDWIN HUNT,
Mayor of Tamworth, in the Chair.
JOHN DENNING.

26th August, 1881.

Similar Petitions were received :—

- On 30 August, from Residents of the District of New Lambton ; 107 signatures.
 " from the Mayor and Aldermen of the Municipal District of Wickham ; 7 signatures.
 " from Residents of the District of Bombala, in Public Meeting assembled in the Temperance Hall ; 2 signatures.
 " from the Mayor and Aldermen of the Borough of Balmain ; 12 signatures.
 " from Matrons and Spinsters in the District of Port Macquarie ; 33 signatures.
 " from Residents of Port Macquarie ; 24 signatures.
 " from Residents of the Bellinger River, in Public Meeting assembled at Fernmount ; 2 signatures.
 " from Residents of Balmain, in Public Meeting assembled in the Oddfellows Hall ; 2 signatures.
 On 31 August, from Residents of the District of Crookwell, in Public Meeting assembled in the Temperance Hall ; 82 signatures.
 " from Matrons and Spinsters resident in the District of Crookwell ; 78 signatures.
 " from the Mayor and Aldermen of the Borough of Singleton ; 1 signature.
 " from William H. Button, Mayor of Hamilton, Chairman of a Public Meeting assembled in the Mechanics Institute ; 2 signatures.

- On 1 September, from Justices of the Peace resident in the Police District of Sydney ; 30 signatures.
 „ from Matrons and Spinsters resident in the District of Waverley ; 148 signatures.
 „ from Matrons and Spinsters resident in the District of Paddington and Woollahra ; 138 signatures.
 „ from Residents of the District of Pyrmont ; 109 signatures.
 „ from Matrons and Spinsters resident in the District of Forest Lodge ; 78 signatures.
 „ from Residents of the District of Raymond Terrace ; 44 signatures.
 „ from Matrons and Spinsters resident in the District of Raymond Terrace ; 110 signatures.
 „ from Residents of the District of Raymond Terrace, in Public Meeting assembled in the Temperance Hall ; 2 signatures.
 „ from Matrons and Spinsters resident in the District of Ennis, Hastings River ; 50 signatures.
 „ from Residents of the District of Ennis, Hastings River ; 36 signatures.
 „ from Members of Australia's Hope Degree Temple, I.O.G.T., in Meeting assembled in the Temperance Hall, Sydney ; 2 signatures.
 „ from Residents of the District of Barrington ; 54 signatures.
 „ from Matrons and Spinsters resident in the District of Molong ; 121 signatures.
 „ from Residents in the Municipality of Manly ; 90 signatures.
 „ from Matrons and Spinsters resident in the District of North Willoughby ; 108 signatures.
 „ from Residents of the District of North Willoughby ; 60 signatures.
 „ from Residents of North Willoughby, in Public Meeting assembled in the Temperance Hall ; 2 signatures.
 „ from Residents of the District of Patrick's Plains, in Public Meeting assembled in the Oddfellows Hall, Singleton ; 2 signatures.
 „ from Matrons and Spinsters resident in the District of Branxton ; 144 signatures.
 „ from Residents in the District of Branxton, in Public Meeting assembled in the School of Arts ; 2 signatures.
 „ from residents of the District of Bathurst ; 40 signatures.
 „ from Matrons and Spinsters resident in the District of Bathurst ; 100 signatures.
 „ from Matrons and Spinsters resident in the District of Vegetable Creek ; 47 signatures.
 „ from Residents of the District of Vegetable Creek ; 225 signatures.
 „ from Matrons and Spinsters resident in the District of Wardell, Richmond River ; 16 signatures.
 „ from Matrons and Spinsters in the District of Bega ; 64 signatures.
 „ from Residents of the District of Bega ; 58 signatures.
 „ from Matrons and Spinsters resident in the District of Petersham ; 127 signatures.
 „ from Residents of the District of Inverell ; 2 signatures.
 „ from Residents of the District of Shoalhaven ; 71 signatures.
 „ from Residents of the District of Merimbula, in Public Meeting assembled in the Lodge Room ; 2 signatures.
 „ from Matrons and Spinsters resident in the District of Maclean, Lower Clarence River ; 150 signatures.
 „ from Residents of the District of Nambucca, in Public Meeting assembled in the Temperance Hotel ; 2 signatures.
 On 2 September, from Matrons and Spinsters resident in the District of Judd's Creek ; 71 signatures.
 „ from Residents of the District of Balmain ; 36 signatures.
 „ from Matrons and Spinsters resident in the District of the Hawkesbury ; 76 signatures.
 „ from Residents of the District of the Hawkesbury ; 125 signatures.
 „ from Matrons and Spinsters resident in the District of Glen Innes ; 25 signatures.
 „ from Residents of the District of Glen Innes, in Public Meeting assembled in the School House ; 2 signatures.
 „ from Residents of the District of Glen Innes ; 30 signatures.
 „ from residents of the District of Bulli, in Public Meeting assembled in the Assembly Room ; 138 signatures.
 „ from Residents of the District of Milton, in Public Meeting assembled ; 2 signatures.
 „ from Residents of the District of Milton ; 120 signatures.
 „ from Matrons and Spinsters resident in the District of Milton ; 126 signatures.
 „ from Members of the Church of England ; 390 signatures.
 „ from Matrons and Spinsters resident in the District of West Maitland ; 358 signatures.
 „ from Residents of the District of West Maitland ; 279 signatures.
 „ from Residents in the District of Maitland ; 88 signatures.
 „ from Matrons and Spinsters resident in the District of Maitland ; 89 signatures.
 „ from Residents of the District of Orange ; 76 signatures.
 „ from Residents in the District of Orange ; 54 signatures.
 „ from Matrons and Spinsters resident in the District of Orange ; 85 signatures.
 „ from Matrons and Spinsters resident in the District of Orange ; 57 signatures.
 „ from Residents of the District of Spring Hill ; 70 signatures.
 „ from Matrons and Spinsters resident in the District of Orange ; 386 signatures.
 „ from Matrons and Spinsters resident in the District of Eden ; 18 signatures.
 „ from Residents of the District of Eden, in Public Meeting assembled ; 2 signatures.
 „ from Residents of the District of Goulburn, in Public Meeting assembled in the Temperance Hall ; 2 signatures.
 „ from Matrons and Spinsters resident in the Police District of Sydney ; 45 signatures.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LICENSING BILL.

(PETITION FROM MATRONS AND SPINSTERS IN THE DISTRICT OF BOLWARRA, MAITLAND.)

Received by the Legislative Assembly, 6 September, 1881.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Matrons and Spinsters resident in the District of Bolwarra, East Maitland,—

HUMBLY SHOWETH :—

That your Petitioners rejoice in the knowledge of the fact that a measure has been introduced into your Honorable House for placing some necessary restrictions on the almost indiscriminate sale of intoxicating drinks, and which proposes many wise and necessary reforms on the existing traffic. Nevertheless, your Petitioners deem any measure there enacted incomplete that fails to provide for the closing of all public-houses on the Sabbath Day.

We therefore humbly pray that you will cause provision to be made in the new Licensing Bill, whereby all public-houses shall be closed during the whole of the Sabbath Day throughout the Colony.

We make the foregoing prayer in view of the drunkenness and dissipation that obtains on the day named, an evidence of which may be had on reference to the Police Court records, and that no necessity can exist commensurate with the evils arising from Sunday trading in alcohol.

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

[Here follow 94 signatures.]

Similar Petitions were received :—

- On 6 September, from Residents of the City of Sydney, in Public Meeting assembled ; 330 signatures.
- “ 6 “ from Residents of the District of Bolwarra, Maitland ; 60 signatures.
- “ 6 “ from Matrons and Spinsters resident in the District of Hinton ; 80 signatures.
- “ 6 “ from Residents of the District of Hinton ; 81 signatures.
- “ 6 “ from Matrons resident in the District of East Maitland ; 90 signatures.
- “ 6 “ from Residents of the District of East Maitland ; 140 signatures.
- “ 6 “ from the Municipal Council of the Borough of Kiama ; 1 signature.
- On 7 September, from Matrons and Spinsters resident in the District of Coonamble ; 88 signatures.
- “ 7 “ from Residents of the District of Coonamble and Walgett ; 56 signatures.
- “ 7 “ from Residents of the District of Richmond and Kurrajong ; 68 signatures.
- “ 7 “ from Matrons and Spinsters resident in the District of Bathurst ; 93 signatures.
- “ 7 “ from Residents of the District of Bathurst ; 132 signatures.
- “ 7 “ from Residents of the District of Cooma ; 35 signatures.
- “ 7 “ from Residents of the District of Monaro ; 98 signatures.
- “ 7 “ from Matrons and Spinsters resident in the District of Monaro ; 146 signatures.
- “ 7 “ from Residents of the District of Oberon ; 76 signatures.
- “ 7 “ from Matrons and Spinsters resident in the District of Oberon ; 243 signatures.
- “ 7 “ from Matrons and Spinsters resident in the District of Hill End ; 164 signatures.
- On 8 September, from Francis Abigail, Chairman of a Public Meeting of Citizens of Sydney, assembled in the Temperance Hall ; 1 signature.
- On 9 September, from Residents of the District of Penrith, in Public Meeting assembled in the Temperance Hall ; 2 signatures.
- “ 9 “ from Residents of the District of the Hunter River ; 28 signatures.
- “ 9 “ from Residents of the District of Largs ; 39 signatures.
- “ 9 “ from Matrons and Spinsters resident in the District of Largs ; 38 signatures.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL (NO. 2.)

(PETITION FROM RESIDENTS OF THE MACLEAY DISTRICT, IN PUBLIC MEETING ASSEMBLED.)

Received by the Legislative Assembly, 13 September, 1881.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Residents of the Macleay District, in Public Meeting assembled in the Township of Gladstone, on the 16th day of August, 1881,—

HUMBLY SHOWETH :—

That your Petitioners hail with satisfaction the introduction by the Government of a Bill to amend the law relating to the use and sale of intoxicating liquors, and are pleased to observe that the fundamental principle of local option, although in an imperfect and objectionable form, is embodied in the proposed measure. Being fully impressed with the necessity of a radical reform in the existing liquor traffic, and that the indiscriminate sale of intoxicating drink is fraught with great danger and absolute injury to a large proportion of the community, we humbly submit the following amendments for your consideration in the proposed measure :—

1. That the principle of local option shall apply to the granting of renewals as well as to the issue of new licenses.
2. That the voting under the local option clause shall be decided by a majority of all votes cast, in contradistinction to the proposal of a two-thirds majority of possible votes.
3. That clause No. 27, relating to bottle licenses, be struck out, as its introduction would lead to the consumption of alcohol in the homes of the people, and thus tend to most undesirable consequences.
4. That the proposal to grant licenses to roadside inns at a lower fee than that now charged would have a prejudicial effect in multiplying such houses, to the injury of their respective neighbourhoods, and would tend to lower the morals of the people and increase crime.
5. That clause 63 be amended, so that all public-houses shall be closed during the whole of the Sabbath day throughout the Colony.

We humbly pray that you will give the foregoing premises your earnest and careful consideration, with a view to make the proposed measure not only acceptable to your Petitioners but also prove a blessing to the community.

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

Signed by the Chairman,

THOMAS FORSYTH, J.P.

(Here follow 16 signatures.)

Similar Petitions were received :—

- On 13 September, from the Committee of the Lord's Day Observance Society ; 3 signatures.
 „ from Robert Boyd, Mayor of the Municipal Council of Broughton Vale ; 1 signature.
 „ from Residents of the District of Wollongong, in Public Meeting assembled ; 2 signatures.
 „ from Residents of the District of Molong ; 111 signatures.
 „ from Residents of the District of Gullen ; 32 signatures.
 „ from Matrons and Spinsters resident in the District of Gullen ; 35 signatures.
 „ from Members of the Church of England ; 108 signatures.
 On 14 September, from the Municipal Council of the Borough of Waverley ; 2 signatures.
 „ from Residents of the District of Merimbula ; 41 signatures.

- On 14 September, from Residents of the District of Cope's Creek ; 135 signatures.
 " from Matrons and Spinsters resident in the District of Cope's Creek ; 83 signatures.
 " from Matrons and Spinsters resident in the District of Goulburn ; 724 signatures.
 " from Residents of the District of Parkes ; 126 signatures.
 " from Matrons and Spinsters resident in the District of Parkes ; 118 signatures.
 " from Residents of the District of Woodford Island, Clarence River, in Public Meeting assembled ; 2 signatures.
 " from Residents of the District of Chatsworth Island ; 90 signatures.
 On 15 September, from Matrons and Spinsters, residents of O'Connell Plains, in the District of Bathurst ; 43 signatures.
 " from Residents of O'Connell Plains, in Public Meeting assembled in the Temperance Hall ; 2 signatures.
 " from Matrons and Spinsters resident in the District of Macleay River ; 14 signatures.
 " from Residents of the District of Macleay River ; 24 signatures.
 " from Matrons and Spinsters resident in the District of Balmain ; 343 signatures.
 " from Residents of the Manning River District ; 38 signatures.
 " from Matrons and Spinsters resident in the Manning River District ; 43 signatures.
 " from persons residing in and around the Borough of Marrickville ; 34 signatures.
 " from Residents of the District of Sydney West ; 202 signatures.
 " from Matrons and Spinsters residents of Waterloo, Botany Road, and surrounding neighbourhood ; 494 signatures.
 On 16 September, from Matrons and Spinsters resident in the District of Burwood ; 416 signatures.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL (NO. 2.)

(PETITION FROM RESIDENTS OF THE DISTRICT OF HARTLEY, IN PUBLIC MEETING ASSEMBLED.)

Received by the Legislative Assembly, 20 September, 1881.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Residents of the District of Hartley, in Public Meeting assembled in the Good Templar Lodge Room, on the 12th day of August, 1881,—

HUMBLY SHOWETH:—

That your Petitioners hail with satisfaction the introduction by the Government of a Bill to amend the law relating to the use and sale of intoxicating liquors, and are pleased to observe that the fundamental principle of local option, although in an imperfect and objectionable form, is embodied in the measure. Being fully impressed with the necessity of a radical reform in the existing liquor traffic, and that the indiscriminate sale of intoxicating drink is fraught with great danger and absolute injury to a large proportion of the community, we humbly submit the following amendments in the proposed measure for your consideration, viz. :—

1. That the principle of local option shall apply to the granting of renewals as well as to the issue of new licenses.
2. That the voting under the local option clause shall be decided by a majority of all votes cast, in contradistinction to the proposal of a two-thirds majority of possible votes.
3. That clause No. 27, relating to bottle licenses, be struck out, as its introduction would lead to the consumption of alcohol in the homes of the people, and thus tend to most undesirable consequences.
4. That the proposal to grant licenses to roadside inns at £10 per annum would have a prejudicial effect in multiplying such houses, to the injury of their respective neighbourhoods.
5. That clause No. 63 be amended, so that all public-houses shall be closed during the whole of the Sabbath day throughout the Colony.

We humbly pray that you will give the foregoing premises your earnest and careful consideration, with a view to make the proposed measure not only acceptable to your Petitioners but also prove a blessing to the community.

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

(Here follow 31 signatures.)

Similar Petitions were received :—

- On 21 September, from Matrons and Spinsters resident in the District of Waverley ; 77 signatures.
 „ from Residents of the District of Wyrallah, Richmond River ; 78 signatures.
 „ from Residents of the District of Liverpool Plains ; 32 signatures.
 „ from Residents of the District of Liverpool Plains, in Public Meeting assembled at
 Dungowan Creek ; 57 signatures.
 „ from the Pastor and Deacons of the Pymont and Ultimo Congregational Church ;
 4 signatures.
 „ from Matrons and Spinsters resident in the Districts of Paddington, Surry Hills,
 and Sydney ; 120 signatures.
 „ from Residents of the Districts of Paddington, Surry Hills, and Sydney ; 166
 signatures.
 On 22 September, from Inhabitants of Woollahra, Paddington, and Oxford-street ; 208 signatures.
 „ from the Mayor of the Municipal Council of Nowra ; 1 signature.
 „ from Residents of the District of Nambucca ; 55 signatures.
 „ from Matrons and Spinsters resident in the District of Nambucca ; 65 signatures.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LICENSING BILL (NO. 2.)

(PETITION FROM RESIDENTS OF THE MUNICIPAL DISTRICT OF TENTERFIELD.)

Received by the Legislative Assembly, 27 September, 1881.

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

The Petition of the undersigned in and around the neighbourhood of the Municipal District of Tenterfield,—

HUMBLY SHOWETH:—

That the Bill "To Remodel the Law relating to Publicans and other Persons engaged in the Sale of Liquor" now before Parliament, may be passed, but with the following amendments:—

- 1st. That the clause relating to bottle licenses be expunged, as promotive of intemperance in the homes of the people. The effect of grocers and others supplying in this way has proved very injurious in Great Britain.
- 2nd. That the holders of Colonial wine licenses should only be allowed to sell wine between the hours of 8 a.m. and 10 p.m., and that such houses be under the surveillance of the police as licensed houses.
- 3rd. That the clause relating to local option be amended, and that the majority should be in the proportion of five (5) to four (4) of the votes recorded.
- 4th. That in clause 50 the words "sixteen years" should be substituted for "twelve years."
- 5th. That provision be made for licensing rooms used for dancing, and placing such places under the surveillance of the police as licensed houses.

Your Petitioners humbly pray that these matters may be taken into consideration by your Honorable House when the said Bill shall come before it.

And your Petitioners will ever pray, &c.

Dated this 31st day of August, 1881.

[Here follow 49 signatures.]

Similar Petitions were received:—

- On 27 September, from Members of St. Stephen's Temperance Society, Sydney; 64 signatures.
 " from Residents in and around the neighbourhood of the Borough of Randwick; 51 signatures.
 " from Members of the Church of England; 326 signatures.
 On 28 September, from Residents of the District of Paterson; 24 signatures.
 " from Matrons and Spinsters resident in the District of Gloucester, Town of Copeland; 66 signatures.
 " from Residents of the District of Gloucester, in Public Meeting assembled in the Town of Copeland; 2 signatures.
 " from Residents of the District of Port Stephens, in Public Meeting assembled; 2 signatures.
 " from Matrons and Spinsters resident in the District of Port Stephens; 47 signatures.
 On 29 September, from Residents of the District of Orange; 73 signatures.
 " from Matrons and Spinsters resident at Spring Grove, in the District of Orange; 92 signatures.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL (No. 2).

(PETITION FROM WILLIAM BROOKES, J.P., NORFOLK-STREET, NEWTOWN.)

Received by the Legislative Assembly, 28 September, 1881.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned,—

HUMBLY SHOWETH:—

That while your Petitioner highly approves the principle of local option embodied in the new Licensing Bill now before Parliament, he is at the same time thoroughly convinced that the machinery provided therein by which it is proposed to carry out local option is not calculated to effect its purpose comprehensively or in its integrity.

In the thirty-fourth (34) clause of that Bill a vicious principle is admitted that, in the opinion of your Petitioner, finds no parallel in the legislative history of any other country, whether under constitutional or any other form of government.

Your Petitioner refers more especially to that unique proposal in the said clause for the admission of all unrecorded "possible votes," by which the free votes of free men duly recorded may and will be stultified by the intervention of a class of favoured dummies, who are to be accounted as being against local option, and to be reckoned without the supervision of a scrutineer or any other precaution calculated to prevent every species of possible fraud and corruption in the manipulation and manufacture of dummy voters. Nor can your Petitioner, after mature deliberation, perceive any good and sufficient reason why the question here in issue should not be decided by simple majority—the rule observed in every other Department of State—save and except in regard to any amendment that may be proposed in the Constitution Act. Why, therefore, a pursuit so exceptional in character and in consequences, such as the liquor traffic is both by law and public opinion admitted to be, should have accorded to it an exemplary majority for its protection, and be thus raised by statutory enactment to rank in dignity and importance with the Constitution Act itself, is an anomaly which surpasseth the understanding of your Petitioner, while it also creates an invidious distinction at variance with every other (save one) institution known to the Colony.

Even in its modified form, the abnormal majority of eleven-twentieths in favour of the liquor traffic is none the less a piece of class legislation, aggravated by the introduction of an heretofore unheard of proposition to count the anti-optionists by their poles with cumulative privileges added, instead of by their recorded votes taken in the ordinary manner, which is a dangerous innovation of our electoral system, quite outside all constitutional usage, as well as beyond all legislative precedent, and one that must inevitably render abortive all legitimate efforts to secure local option under the disabilities created by this clause of the Bill.

It is, moreover, admitted that the Metropolitan City of Sydney has been chosen in which the crucial experiment is to be tried. Your Petitioner may, therefore, be permitted to point out to your Honorable House the deplorable state of its constituency, from which under present circumstances it will be impossible to elicit anything like an expression of public opinion on the merits of the measure to be submitted.

By the operation of certain provisions contained in the Corporation Act now in force in Sydney, nearly two-thirds of its ratepayers are disfranchised, while the remainder may be said to consist chiefly of publicans and property-owners the whole of whom are cumulative voters, so that the decision whatever it may be will not numerically represent persons but pluralists.

Out of 19,425 persons on the books of the Corporation liable as ratepayers 12,131 are disfranchised, leaving only 7,294 on the electoral roll as *bona fide* voters for the year 1881. Of this number your Petitioner is informed and verily believes that upwards of 600 are publicans, each of whom from the higher rate of rental obtained on this class of property will be qualified to give the maximum cumulative vote, which in the aggregate will amount to 2,400 or 2,600 votes out of 7,294 on the roll. It is fairly presumable, moreover, that a very large proportion of the residue on the roll are also cumulative voters, chiefly extensive owners of both public-house and other property, and it is alleged that one wine and spirit merchant alone is the possessor of 100 houses within the city precincts; and if this interested class of persons make common cause with the publicans, there will not remain even the remotest chance for the success of local option.

To counteract this monopolizing tendency, and with a view to impart greater efficiency to the working of the measure, your Petitioner may be allowed to suggest that the basis of the franchise should be extended so as to embrace within it tens of thousands of the people who are resident within the boundaries of Municipalities, and who to all intents and purposes are as deeply interested in the solution of this problem as are those unpatriotic ratepayers who have disfranchised themselves, and to whom it is proposed to confine suffrage. Your Petitioner is, therefore, of opinion that the voters on the Parliamentary Roll who may be for the time being resident within the limits of any Municipal Ward in every Municipality should be entitled to vote on this question. By these means the spirit and principle of local option will be as strictly maintained as by those proposed in the Bill, since none only but those on the Parliamentary Roll resident in each Ward respectively will be entitled to vote, while on the other hand the basis of the franchise would be materially enlarged, and thus a far more comprehensive and enlightened result obtained.

Your Petitioner being also of opinion that this drink traffic is a purely moral, social, and non-political question, more or less affecting the home conditions of almost every household, permeating alike our social system as well as our public intercourse with an insidious, seductive, and polluting influence transcending all others in magnitude and intensity, and against which no parental authority or maternal solicitude can effectively cope withal, so as to guard and save their offspring from becoming its precocious and demoralized victims,—therefore, your Petitioner would earnestly entreat your Honorable House to confer the right of suffrage on females, in so far as this particular measure is concerned, so that its operation may be hallowed by the sanction of domestic co-operation and the beneficent and counteracting influence of the family circle.

Your Petitioner need not elaborate this view of the case, in order to demonstrate to your Honorable House the propriety and importance of admitting female voters on a question of this kind, at a time when the Universities of almost every country in Europe and America have fully recognised their academic claims, as well as by their admission to the Civil Service and to a professional status both in law and medicine. Within the precincts of the City of London a married woman may enter into and carry on trade, may sue and be sued, without the intervention or liability of her husband. In the United Kingdom as a *feme sole* she may participate in local self-government by serving the office of Overseer of the Poor, and may act as Churchwarden if elected thereto, and is also entitled to vote under the Municipalities Act, as well as to elect and be elected a member of Public School Board; and therefore, this question of local option having been placed within the category of local affairs, the enfranchisement of females would be as appropriate as their influence would be beneficial.

Your Petitioner may likewise be permitted to direct the attention of your Honorable House to the fact that, in the year 1870, the second reading of a Permissive Bill was carried in the Assembly by a majority of twenty votes to six, when no less than three Members of the present Administration voted in its favour. That measure was supported by numerous petitions from all parts of the Colony, including one presented by the Hon. J. B. Wilson, signed by 15,000 Daughters of Temperance alone, thus indicating the deep and abiding interest taken in this to them vital question by the females of our population. Since that period public-houses for the sale of intoxicating liquors have increased in number far beyond the limits of public requirement, and notwithstanding the existence of and boasted influence of Good Templars, Sons of Temperance, and other kindred Societies, in like manner the crime of drunkenness has also increased tenfold, is still increasing, and will not be diminished by other than stringent legislative means. The above allegations are fully borne out by the indisputable facts and figures adduced by Inspector Reid in his "Police Statistics," covering precisely the same period as that referred to, namely, the decade from 1870 to 1880. In that report Inspector Reid has given the number of population in 1870, together with the number of licensed houses, and likewise the number of persons convicted for drunkenness during that year, and then proceeds to show in like manner in each successive year the relative increase of the one with the other; and these figures disclose the alarming and humiliating fact that in the last year of the decade, 1880, drunkenness had increased eleven times beyond the ratio of increase in the population, and, as compared with the Statistics for the Metropolitan District of London, that the crime of drunkenness in the Metropolitan Police District of Sydney was three times greater than in that "Modern Babylon," with its four millions of inhabitants.

Pondering these facts, and actuated by those higher aspirations which the love of country and of kind are calculated to inspire, your Petitioner humbly but earnestly implores your Honorable House to pass into law the present measure now before Parliament, with such amendments as may render its operations salutary and effective, and thus confer a boon on the present and future generations of the Colony.

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

WILLIAM BROOKES, J.P.,
Norfolk-street, Newtown, N.S. Wales.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL (NO. 2.)

(PETITIONER IN FAVOUR OF—THOMAS CLARK, CHAIRMAN OF A PUBLIC MEETING OF
INHABITANTS OF MUDGEES.)

Received by the Legislative Assembly 6 October, 1881.

To the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the Inhabitants of the town of Mudgee, in the Colony of New South Wales,—

HUMBLY SHOWETH:—

That on the twenty-eighth day of September, A.D. 1881, a public meeting of the inhabitants of the above-mentioned town was, pursuant to notice by advertisement, held at the Mechanics' Institute, in that town, for the purpose of considering and discussing the advantages of the Licensing Act now before your Honorable House.

That your Petitioners in such public meeting assembled, after free and deliberate discussion and consideration of such Act, decided that its main provisions, viz., local option and licensing boards, cannot fail to prove acceptable throughout the Colony, and tend to the moral and social interests of all people.

That your Petitioners desired the Chairman of such meeting to sign this humble Petition on their behalf, and respectfully present the same for the consideration of your Honorable House.

Your Petitioners therefore humbly pray that your Honorable House will be pleased to take into favourable consideration the decision of such public meeting, and that the Licensing Act now before your Honorable House may become law.

And your Petitioners will ever pray, &c.

On behalf of the inhabitants of Mudgee in such public meeting assembled.

THOMAS CLARK, Alderman.
Chairman.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

LICENSING BILL (NO. 2.)

PETITION FROM MEMBERS OF THE CHURCH OF ENGLAND IN THE DISTRICT OF TARALGA.

Received by the Legislative Assembly, 6 October, 1881.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales in Parliament assembled.

The humble Petition of the undersigned members of the Church of England in the District of Taralga,—

HUMBLY SHOWETH :—

That your Petitioners have learnt with satisfaction that a Bill to amend the law relating to the sale of intoxicating liquors has been introduced by the Government into your Honorable House, which, with some amendments, appears calculated to remedy the evils which have been so long and loudly complained of, and have been exposed in the public press.

That your Petitioners are of opinion, however, that the following amendments are necessary in the proposed Bill :—

1. That the principle of local option shall be applied to the renewal of licenses as well as to the issue of new licenses.
2. That voting under the local option clause shall be decided by a two-thirds majority of all votes taken.
3. That clause No. 27, relating to the bottle licenses, be struck out of the Bill, as its retention would lead to increased consumption of alcoholic liquors in the homes of the people.
4. That the proposal to grant licenses to roadside inns at £10 per annum be struck out, as it would have a very prejudicial effect in multiplying such houses, to the injury of their respective neighbourhoods.
5. That clause 63 be amended, so that all public-houses shall be closed during the whole of the Sunday throughout the Colony.

Your Petitioners therefore humbly pray that you will take these premises into your earnest consideration with a view to make the proposed Bill not only acceptable to your Petitioners as citizens, but beneficial to the community.

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

(Here follow 48 signatures.)

1881.

—

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

—

LICENSING BILL (N^o. 2).

(PETITION FROM WIVES, MOTHERS, AND DAUGHTERS, RESIDENT IN SYDNEY.)

—

Received by the Legislative Assembly, 12 October, 1881.

—

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New Wales, in Parliament assembled.

The humble Petition of the undersigned Wives, Mothers, and Daughters, resident in the District of Sydney,—

HUMBLY SHOWETH :—

That your Petitioners rejoice in the knowledge of the fact that a measure has been introduced into your Honorable House to remodel the law, or further restrict the almost indiscriminate sale of intoxicating drinks. Nevertheless, your Petitioners deem any measure in this direction incomplete, unless it provides for the closing of all public-houses on the Sabbath-day.

We therefore humbly pray that you will cause provision to be made in the new Licensing Bill, whereby all public-houses throughout the Colony shall be closed during the whole of the Sabbath-day.

We make the foregoing prayer in view of the drunkenness and dissipation on the day named, an evidence of which may be had on reference to the Police Court records, and we feel that no necessity can exist commensurate with the evils arising from Sunday trading in alcohol.

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

[*Here follow 131 signatures.*]

—

A similar Petition was received :—

On 14 October, from Matrons and Spinsters resident in the District of the Parading Ground; 94 signatures.

—

1881.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL (NO. 2.)
 PETITION FROM RESIDENTS OF THE PARADING GROUND.)

Received by the Legislative Assembly, 14 October, 1881.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Residents of the District of Parading Ground,—

HUMBLY SHOWETH:—

That your Petitioners hail with satisfaction the introduction by the Government of a Bill to amend the law relating to the use and sale of intoxicating liquors, and are pleased to observe that the fundamental principle of local option, although in an imperfect and objectionable form, is embodied in the proposed measure. Being fully impressed with the necessity of a radical reform in the existing liquor traffic, and that the indiscriminate sale of intoxicating drinks is fraught with great danger and absolute injury to a large proportion of the community, we humbly submit the following amendments for your consideration, viz. :—

1. That the principle of local option shall apply to the granting of renewals as well as to the issue of new licenses.
2. That voting under the local option clause shall be decided by a majority of all votes cast, in contra-distinction to the proposal of a two-thirds majority of possible votes.
3. That clause No. 27, relating to bottle licenses, be struck out, as its introduction would lead to the consumption of alcohol in the homes of the people, and thus tend to most undesirable consequences.
4. That the proposal to grant licenses to roadside inns at a lower fee than that now charged would have a prejudicial effect in multiplying such houses, to the injury of their respective neighbourhoods, and would tend to lower the morals of the people and increase crime.
5. That clause 63 be amended, so that all public-houses shall be closed during the whole of the Sabbath-day throughout the Colony.

We humbly pray that you will give the foregoing premises your earnest and careful consideration, with a view to make the proposed measure not only acceptable to your Petitioners but also prove a blessing to the community.

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

[Here follow 80 signatures.]

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL (NO. 2.)
(PETITION FROM BREWERS IN COUNTRY DISTRICTS.)

Received by the Legislative Assembly, 11 October, 1881.

To the Honorable the Speaker and Members of the Legislative Assembly, in Parliament assembled.

The Petition of the undersigned,—

HUMBLY SHOWETH:—

1. That your Petitioners are Brewers carrying on business in the country districts.
2. That their annual sale of malt liquors ranges from one thousand to four thousand barrels per year.
3. That it is proposed by the fifth section of the sixty-eighth clause of a Bill now under consideration by your Honorable House, entitled, "*A Bill to re-model the law relating to Publicans and other persons engaged in the sale of liquor,*" to impose a tax upon the industry in which we are engaged by the imposition of a license fee, varying in amount from sixty pounds for the sale of one thousand barrels to two hundred pounds for the sale of four thousand barrels per year.
4. That brewers carrying on business in Sydney, who sell very much larger quantities of beer, will under the Bill pay no more license fee than the sum of two hundred pounds per year.
5. That the inequality of the incidence of the proposed tax upon small and large brewers will be a heavy burden and a great injustice to your Petitioners.
6. That in proof of this, a brewer who sells four thousand barrels per year will pay a tax of one shilling per barrel; whereas a brewer who sells twenty thousand barrels per year will pay a tax of 2½d. per barrel; and a brewer who sells fifty thousand barrels per year will pay a tax of less than one penny per barrel.
7. That your Petitioners pay large sums annually to the Railway Department for the carriage of material used by them in their business.
8. That the proposed license fee for brewers, which will range from fifty to two hundred pounds per annum, is largely in excess of the fee proposed to be imposed on the wholesale wine and spirit merchants.
9. That in the case of wholesale wine and spirit merchants a larger tax is proposed for the Sydney houses than for country houses; whereas the tax proposed on small country brewers will, in proportion to the amount sold, be largely in excess of that proposed to be imposed on the large Sydney brewers.
10. Your Petitioners therefore pray that your Honorable House will take these matters into your favourable consideration, and make such amendments in the part of the Bill referred to in this Petition as in your wisdom you may think fit.

And your Petitioners will ever pray, &c.

[Here follow 18 signatures.]

1881.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL (N^o. 2).
(PETITION FROM MATRONS AND SPINSTERS IN THE DISTRICT OF DUBBO.)

—
Received by the Legislative Assembly, 18 October, 1881.
—

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned Matrons and Spinsters residents in the District of Dubbo, August 1, 1881,—

HUMBLY SHOWETH :—

That your Petitioners rejoice in the knowledge of the fact that a measure has been introduced into your Honorable House for placing some necessary restrictions on the almost indiscriminate sale of intoxicating drinks, and which proposes many wise and necessary reforms on the existing traffic. Nevertheless, your Petitioners deem any measure there anent incomplete that fails to provide for the closing of all public-houses on the Sabbath-day.

We therefore humbly pray that you will cause provision to be made in the new Licensing Bill, whereby all public-houses shall be closed during the whole of the Sabbath-day throughout the Colony.

We make the foregoing prayer in view of the drunkenness and dissipation that obtains on the day named, an evidence of which may be had on reference to the Police Court records, and that no necessity can exist commensurate with the evils arising from Sunday trading in alcohol.

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

[*Here follow 280 signatures.*]

1881.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL (NO. 2.)
(PETITION FROM RESIDENTS OF THE DISTRICT OF MUDGEE).

—
Received by the Legislative Assembly, 20 October, 1881.
—

To the Members, Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned residents of the district of Mudgee,—

HUMBLY SHOWETH:—

1. That the cultivation of the wine-grape is an important industry to many in this neighbourhood, and consequently we view with alarm the striking out of the 23rd clause (relating to the sale of Colonial wine) of the Licensing Bill now before Parliament.

2. We think the action of your Honorable House in this matter is antagonistic to the interests of all Colonists who depend wholly or in part for a living from the produce of their vineyards.

3. In this neighbourhood alone there is a large quantity of land under cultivation of the vine (as the soil is found most suitable for it), and as there is no specific law for the sale of Colonial wine, the striking out of the 23rd clause in the Bill will be the means of paralysing this industry throughout the Colony.

Your Petitioners therefore humbly pray that having taken the premises into consideration, you will be pleased to consider our interests in this respect by having a clause embodied in the Bill now before your House for the legitimate sale of Colonial wine.

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

[Here follow 187 signatures.]

1881.

—

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL (No. 2.)
(PETITION FROM RESIDENTS IN THE MUNICIPALITY OF MANLY.)

Received by the Legislative Assembly, 3 November, 1881.

Manly, 28 October, 1881.

To the Honorable the Speaker and the Honorable the Members of the Legislative Assembly of New South Wales, in Parliament assembled.

The humble Petition of the undersigned residents in the Municipality of Manly,—

HUMBLY SHOWETH:—

That your Petitioners have heard with great concern that they will be excluded from the benefits of the sixty-third clause of the Liquor Licensing Bill now before your Honorable House, by which public-houses are to be closed on Sundays; for whereas large numbers of excursionists come down to Manly from Sydney on Sundays, and the distance is more than seven miles, they will under the provision made for travellers be entitled to have the bars of our public-houses kept open for them.

That as the trip from Sydney only takes three-quarters of an hour, there is no need to provide such accommodation for those who take it, sufficient to justify the continuance of the nuisance that is caused both to residents and visitors by the number of idlers hanging round the public-houses in our principal streets on Sundays.

That your Petitioners therefore pray that you will omit the words "seven miles" from the definition of a "traveller," as referred to in the Bill, with a view to the insertion of the words "ten miles" in lieu of the same.

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

[Here follow 218 signatures.]

1881.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL (No. 2.)

(PETITION FROM RESIDENTS OF THE HUNTER, PATERSON, AND WILLIAMS RIVERS.)

Received by the Legislative Assembly, 15 November, 1881.

To the Honorable the Legislative Assembly of New South Wales, in Parliament assembled.

The Petition of the undersigned Residents on the Hunter, Paterson, and Williams Rivers, and in the surrounding Districts,—

RESPECTFULLY SHOWETH:—

That your Petitioners believe that the repeal of the Acts regulating the sale of Australian wines, without further legislation giving facilities for the sale of these wines, would be a great check and injury to an important and rising industry, in which many people have invested a large amount of capital, and would be absolute ruin to all proprietors of small vineyards, and to hundreds of families who are now employed in the culture of the vine.

That your Petitioners believe the wine industry will yet prove one of the most powerful means of developing the resources of this country; and in support of this belief would point to the results of vine culture on the Continent of Europe, and in the sister Colonies, and to the fact that our wines have compared favourably with the wines of Europe at all recent Intercolonial Exhibitions.

That the police reports of 1874, which showed the then existing law to be working unsatisfactorily, cannot apply to the working of the amended Act of 1876.

That the "Australian Wine Sales Amendment Act of 1876" gives full power to the police to supervise licensed houses and check any abuses that may arise, and your Petitioners desire to see this power exercised more fully and efficiently than it has hitherto been.

That the encouragement by every legitimate means of the consumption of the pure wines of the country will not tend to increase intemperance, but the reverse, as has been proved by the experience of all wine-growing countries where facilities for the sale of pure wines have been given; and would point to Victoria, where there are nearly 600 wine licenses, and where the number of committals for drunkenness is shown by statistics to be about 25 per cent. less than in this Colony, in proof of their statement.

That should the sale of these wines in quantities less than two gallons be permitted at public-houses only, their consumption would be virtually prohibited to the general public, as it is a fact that at most of the hotels in the Colony the prices charged are from 100 to 200 per cent. higher than the cost price to the publican.

Your Petitioners therefore pray that your Honorable House will not repeal the Acts before referred to, which the Licensing Bill now before the House proposes to repeal, unless you propose to make other provision for removing all unnecessary restrictions, and giving such facilities for the sale of colonial wine as shall in your wisdom seem to be just to those who have embarked a large amount of capital in this enterprise, and at the same time consistent with the interests of the general public.

And your Petitioners will ever pray.

[Here follow 1,510 signatures.]

A similar Petition was received:—

On 16th November, from Residents on the Hunter, Paterson, and Williams Rivers, and in the surrounding Districts; 142 signatures.

1881.

—
LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

LICENSING BILL (No. 2).

(PETITION FROM WINE-PRODUCERS IN THE DISTRICT OF PORT MACQUARIE AND HASTINGS RIVER.)

—
Received by the Legislative Assembly, 15 November, 1881.
 —

To the Honorable the Speaker and Members of the Legislative Assembly of New South Wales, in
 Parliament assembled.

The respectful Petition from the Wine-producers in the District of Port Macquarie and
 Hastings River,—

RESPECTFULLY SHOWETH:—

We, the undersigned vigneron, resident at Port Macquarie and neighbourhood, in the Hastings
 and Manning Electorate, view with much uneasiness the Licensing Bill now passing through the
 Legislative Assembly, by which it is proposed to rescind the Australian Wine Sales Amendment Act,
 40 Victoria, No. 7.

Your Petitioners would most respectfully call the attention of your Honorable House to the fact
 that they have been at a great outlay in purchasing their land, and also in preparing it for the cultivation
 of the vine, and absolute ruin would accrue to them by the withdrawal from producers the right of their
 disposing of colonial wine by the bottle, as hitherto.

It would also be detrimental to the interest of your Petitioners for publicans to possess the
 exclusive right of retailing colonial wine by the bottle, which the producers now enjoy, and would not
 satisfy the public generally.

Your Petitioners would also submit that the present Colonial Wine Sales Act, of the 40 Victoria,
 No. 7, for the sale of wine by the producers, is sufficiently stringent to meet police supervision.

Your Petitioners therefore humbly pray that, before the new Licensing Bill is finally passed by
 your Honorable House, that it may be recommitted to meet the requirements of your Petitioners, who as
 in duty bound will ever pray.

Port Macquarie, 11th November, 1881.

[*Here follow 31 signatures.*]

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

BILLIARD AND BAGATELLE LICENSING BILL.

(MESSAGE No. 15.)

Ordered by the Legislative Assembly to be printed, 13 September, 1881.

AUGUSTUS LOFTUS,

Governor.

Message No. 15.

In accordance with the provisions contained in the 54th section of the Constitution Act, the Governor recommends for the consideration of the Legislative Assembly the expediency of making provision to meet the requisite expenses in connection with a Bill to regulate the keeping of Billiard-tables and Bagatelle-boards.

Government House,

Sydney, 13th September, 1881.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ELECTORAL ROLLS.

(NUMBER OF ELECTORS ON, FOR THE YEAR 1881-82.)

Ordered by the Legislative Assembly to be printed, 26 July, 1881.

RETURN showing the Number of Electors on the Roll of each Electoral District of New South Wales, for 1881-82.

Electoral District.	Number of Electors.	Electoral District.	Number of Electors.
1. Albury	1,234	38. West Macquarie	1,122
2. Argyle	2,819	39. East Maitland	966
3. Balmain	3,859	40. West Maitland	1,233
4. Balranald	3,404	41. Molong	1,937
5. Bathurst	1,445	42. Monaro	2,653
6. The Bogan	3,250	43. Morpeth	1,178
7. Boorowa	1,353	44. Mudgee	4,491
8. Bourke	3,494	45. The Murray	3,316
9. Braidwood	1,619	46. The Murrumbidgee	5,143
10. Camden	3,637	47. The Namoi	1,758
11. Canterbury	5,761	48. The Nepean	1,336
12. Carcoar	2,689	49. Newcastle	3,338
13. The Clarence	1,721	50. New England	3,582
14. Central Cumberland	3,597	51. Newtown	3,524
15. Durham	1,481	52. Northumberland	3,567
16. Eden	2,605	53. Orange	2,626
17. Forbes	2,617	54. Paddington	4,273
18. The Glebe	2,147	55. Parramatta	1,473
19. Glen Innes	1,577	56. Patrick's Plains	1,538
20. Gloucester	1,678	57. Queanbeyan	1,681
21. Goulburn	1,596	58. Redfern	5,358
22. Grafton	1,918	59. The Richmond	2,673
23. Grenfell	1,646	60. Shoalhaven	1,941
24. Gundagai	1,805	61. St. Leonards	2,810
25. Gunnedah	1,956	62. East Sydney	8,504
26. The Gwydir... ..	1,791	63. South Sydney	7,997
27. Hartley	1,719	64. West Sydney	9,451
28. The Hastings and Manning	2,356	65. Tamworth	3,442
29. The Hawkesbury	2,021	66. Tenterfield	1,353
30. The Hume	3,016	67. Tumut	1,898
31. The Hunter... ..	1,356	68. Wellington	1,527
32. The Upper Hunter... ..	2,773	69. Wentworth	1,900
33. Illawarra	1,743	70. Wollombi	1,299
34. Inverell	1,882	71. Yass Plains	1,891
35. Kiama	1,335	72. Young	4,656
36. The Macleay	1,808		
37. East Macquarie	2,070		
		TOTAL... ..	192,213

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

ELECTORATE OF THE GWYDIR.

(RETURN OF ALL MONEYS EXPENDED IN, FROM 1ST JANUARY, 1876, TO 31ST DECEMBER, 1879.)

Ordered by the Legislative Assembly to be printed, 5 July, 1881.

RETURN (*in part*) to an *Order* made by the Honorable the Legislative Assembly of New South Wales, dated 23rd June, 1880, That there be laid upon the Table of this House,—

- “ (1.) A Return of all moneys received from The Gwydir Electorate for the
“ sale of land by auction, by conditional purchase, rents of lands, and all
“ other sources per year, from 1st January, 1876, to 31st December, 1879.
“ (2.) A Return of all moneys voted and spent on Roads, Bridges, and
“ other public works per year, from 1st January, 1876, to 31st December,
“ 1879, designating the respective works on which the money was so spent,
“ and locality.”

(*Mr. Dangar.*)

ELECTORATE OF THE GWYDIR.

RETURN of all moneys voted and spent on Roads, Bridges, and other public works per year, from 1st January, 1876, to 31st December, 1879, designating the respective works on which the money was so spent, and locality:—

Works and Locality.	Voted				Works and Locality.	Expenditure			
	1876.	1877.	1878.	1879.		1876.	1877.	1878.	1879.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.		£ s. d.	£ s. d.	£ s. d.	£ s. d.
Bridge at Warialda	1,500 0 0				Bridge at Warialda	1,498 6 1			
" Namoi	2,500 0 0				" Namoi	2,497 13 8			
Roads at Bingera	750 0 0				Roads at Bingera	750 0 0			
" Narrabri	900 0 0				" Narrabri	900 0 0			
Bridges at Mungindi and Goondiwindi	5,000 0 0				Bridges at Mungindi and Goondiwindi	3,707 13 2			
Bridge at Boggy Creek	500 0 0				Bridge at Boggy Creek	500 0 0			
Vote, Road, Gunnedah to Narrabri	1,083 0 0	1,354 0 0	1,083 0 0	1,083 0 0	Road, Gunnedah to Narrabri	1,083 0 0	1,354 0 0	1,083 0 0	1,083 0 0
" Narrabri to Walgett	910 0 0	2,925 0 0	1,950 0 0		" Narrabri to Walgett	910 0 0	2,925 0 0	1,950 0 0	
Narrabri and Walgett Road to Moree	434 0 0	868 0 0	315 0 0	315 0 0	Narrabri and Walgett Road to Moree	433 2 3	868 0 0	315 0 0	130 17 0
Moree, via Warialda, to Yetman	805 0 0				Moree, via Warialda, to Yetman	805 0 0	798 0 0		
Road, Manilla to Warialda	3,162 0 0	3,958 0 0	3,000 0 0	3,200 0 0	Road, Manilla to Warialda	3,162 0 0	3,958 0 0	2,999 12 6	3,146 4 6
" Cobbedah to Rocky Creek	1,250 0 0	1,562 0 0	1,250 0 0	1,250 0 0	" Cobbedah to Rocky Creek	1,250 0 0	1,562 0 0	1,250 0 0	1,250 0 0
" Warialda to Moree		812 0 0	406 0 0	406 0 0	" Warialda to Moree		812 0 0	406 0 0	406 0 0
" Inverell to Warialda		675 0 0	450 0 0	600 0 0	" Inverell to Warialda		675 0 0	449 16 3	600 0 0
Bridge, Myall Creek		1,000 0 0			Bridge, Myall Creek		1,000 0 0		
" Walgett		1,200 0 0			" Walgett		1,192 8 3		
" Narrabri Creek		2,000 0 0			" Narrabri Creek		2,000 0 0		
Road, Warialda to Yetman		798 0 0	399 0 0	570 0 0	Road, Warialda to Yetman			399 0 0	521 7 5
" Rocky Creek to Moree			1,500 0 0	420 0 0	" Rocky Creek to Moree			1,500 0 0	420 0 0
" Baradine to Pilliga			336 0 0	336 0 0	" Baradine to Pilliga			336 0 0	336 0 0
" Narrabri to Moree			434 0 0	490 0 0	" Narrabri to Moree			434 0 0	490 0 0
" Inverell to Queensland, via Ashford			322 0 0	322 0 0	" Inverell to Queensland, via Ashford			322 0 0	322 0 0
" Bannockburn			210 0 0	210 0 0	" Bannockburn			209 19 7	209 14 6
Bridges, Road Narrabri to Moree			1,550 0 0		Bridges, Road, Narrabri to Moree			1,550 0 0	
Bridge, Sandy Creek, Catabri			500 0 0		Bridge, Sandy Creek, Catabri			500 0 0	
Bridges, Road Narrabri to Walgett			1,500 0 0		Bridges, Road, Narrabri to Walgett			1,368 0 0	
Bridge, Gougher's Gully			500 0 0		Bridge, Gougher's Gully			500 0 0	
Road, Tarrawand to Walgett				2,190 0 0	Road, Tarrawand to Walgett				2,190 0 0
" Narrabri to Bingera				800 0 0	" Narrabri to Bingera				800 0 0
" Coonabarabran to Baradine				150 0 0	" Coonabarabran to Baradine				149 6 2
" Warialda to Gungawarialda				210 0 0	" Warialda to Gungawarialda				109 8 0
Bridge over Bumble Creek				600 0 0	Bridge over Bumble Creek				600 0 0
" Namoi, at Walgett				3,000 0 0	" Namoi, at Walgett				2,032 19 8
" Lagoon at Narrabri				1,000 0 0	" Lagoon at Narrabri				1,000 0 0
" at Mehi, Moree				3,000 0 0	" at Mehi, Moree				2,003 0 3
	18,794 0 0	17,152 0 0	15,705 0 0	20,152 0 0		17,496 15 2	17,144 8 3	15,572 8 4	17,799 17 6
			Total	71,803 0 0				Total	68,013 9 3

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ELECTORATE OF THE GWYDIR.

(RETURN OF ALL MONEYS RECEIVED FROM 1ST JANUARY, 1876, TO 31ST DECEMBER, 1880.)

Ordered by the Legislative Assembly to be printed, 5 July, 1881.

RETURN (*in part*)* to an *Order* of the Honorable the Legislative Assembly of New South Wales, made on the 23rd June, 1880, That there be laid upon the Table of this House,—

- “ (1.) A Return of all moneys received from The Gwydir Electorate for the sale of land by auction, by conditional purchase, rents of lands, and all other sources, per year, from 1st January, 1876, to 31st December, 1879.†
- “ (2.) A Return of all moneys voted and spent on Roads, Bridges, and other public works, per year, from 1st January, 1876, to 31st December, 1879, designating the respective works on which the money was so spent, and “locality.”

(*Mr. Dangar.*)

* This return is complete so far as the Department of Lands is concerned.

† At the request of Mr. T. G. Dangar, M.P., the return has been compiled to the 31st December, 1880.

ELECTORATE OF THE GWYDIR.

RETURN showing the amount of all moneys received on pre-emptive leases from the year 1876 to 1880 inclusive, in The Gwydir Electorate.

1876.	1877.	1878.	1879.	1880.
£ s. d. 475 7 7	£ s. d. 943 4 4	£ s. d. 1,294 6 10	£ s. d. 1,680 6 6	£ s. d. 1,620 10 2

Pre-lease Branch, Department of Lands,
18 June, 1881.

HARRIS A. G. CURRY.

RETURN showing revenue derived from sale of land by auction, &c., in The Gwydir Electorate, from 1st January, 1876, to 31st December, 1880.

1876.	1877.	1878.	1879.	1880.
£ s. d. 85,687 8 7	£ s. d. 69,941 14 6	£ s. d. 60,712 13 4	£ s. d. 38,132 11 6	£ s. d. 34,956 4 10

Auction Branch, Department of Lands,
Sydney, 10 May, 1881.

J. G. BLAXLAND.

AN approximate return showing the revenue derived from conditional sales of land in The Gwydir Electorate, from 1st January, 1876, to 31st December, 1880.

1876.	1877.	1878.	1879.	1880.
£ s. d. 8,519 1 0	£ s. d. 15,755 4 0	£ s. d. 12,796 10 0	£ s. d. 8,006 16 3	£ s. d. 6,757 7 6

W. M. OLLIVIER,
19/5/81.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

WENTWORTH ELECTORATE.

(MONEYS RECEIVED FROM, FOR SALE OF LANDS, &c.)

Ordered by the Legislative Assembly to be printed, 16 September, 1881.

[Laid upon Table in accordance with promise made in answer to Question 1, Votes No. 12, Friday, 22nd July, 1881.]

RETURN (*in part*) in satisfaction of a Question asked by the Honorable Member for Wentworth (W. A. Brodribb, Esq.), on the 22nd July, 1881, requesting the Secretary for Lands to furnish—

“ A Return of all moneys received from the Wentworth Electorate for the
“ sale of land by auction, by conditional purchase, rent of lands, and all
“ other sources per year, from 1861 up to the 31st December, 1880.”

RETURN of moneys received from the Wentworth Electorate for the sale of land by auction, after auction selections, rent of pre-leases, and in virtue of improvements, from 1861 to the 31st December, 1880.

Year.	Sales by Auction.			After Auction.			*Rent of Pre-Leases.			In virtue of Improvements.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
1861	39	4	0									
1862	303	18	4									
1863	444	5	3									
1864	131	14	10							186	6	0
1865	360	19	7							290	15	1
1866	1,954	9	9							472	3	0
1867												
1868	34	0	2							1,679	6	0
1869										320	0	0
1870	218	0	0							218	0	0
1871	12	0	0							1,608	0	0
1872	4	19	11							224	19	7
1873	24	19	9									
1874				640	0	0				110	0	0
1875	371	0	0	298	0	0				610	0	0
1876	1,961	0	2				58	5	0	830	0	0
1877	13,430	10	0				101	6	8	1,090	0	0
1878	3,888	14	4				124	16	9	1,873	0	0
1879	21,939	7	5				167	5	0	3,508	7	3
1880	33,250	7	6				338	13	6	12,078	16	3
	78,369	11	0	938	0	0	790	6	11	26,099	13	2

* There were no rentals received until 1876.

1881.

LEGISLATIVE ASSEMBLY.
NEW SOUTH WALES.

WENTWORTH ELECTORATE.

(MONEYS VOTED AND SPENT IN, FROM 1861 TO 31ST DECEMBER, 1880.)

Ordered by the Legislative Assembly to be printed, 23 September, 1881.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 29th July, 1881, That there be laid upon the Table of this House,—

“ A Return of all moneys voted and spent in the Wentworth Electorate,
“ from 1861 up to the 31st December, 1880, designating the respective
“ works on which money was so spent, and the locality.”

(*Mr. Brodribb.*)

WENTWORTH ELECTORATE.

HARBOURS AND RIVERS DEPARTMENT.

COPY OF STATEMENT showing Expenditure in the Murray and Darling Districts, from 1861 to 1881.

Place.	Work.	Expenditure.
Murray	Survey and snagging	£ s. d. 36,741 18 9
Darling	" "	58,100 18 4
"	Wentworth Wharf	2,342 13 0
		<hr/> 97,185 10 1

ROADS AND BRIDGES DEPARTMENT.

EXPENDITURE in the Wentworth Electorate, to 31 December, 1880.

Wentworth streets	£ s. d. 891 15 4
Flood repairs, Wentworth	1,500 0 0
Euston to Wentworth	1,834 19 3
Embankment, Adam-street, Wentworth.....	1,488 0 0
Menindie Road	24 0 0
Bridge, Tallywalka, at Menindie	55 11 1
<hr/>	
	£5,794 5 8

COPY OF STATEMENT showing the amount expended in the erection of Electric Telegraph Lines in the Wentworth Electorate, during the period 1st of January, 1861, to 31st of December, 1880.

Line.	Amount.
Line from Euston to Salt Creek, on the South Australian Border.....	£ s. d. 7,125 0 0
Line from Wentworth to Bulcolo Creek	13,600 0 0
<hr/>	
	20,725 0 0

COPY OF STATEMENT showing the amount expended in the construction of the undermentioned Electric Telegraph Lines in the Wentworth Electorate.

Line.	Amount.
Euston to Wentworth	£ s. d. 4,037 0 0
Wentworth to Menindie	4,703 0 0
Wentworth to Salt Creek.....	3,360 0 0
<hr/>	
	£12,100 0 0

Electric Telegraph Department,
Sydney, 2 September, 1881.

E. C. CRACKNELL,
Superintendent.

QUESTION No. 2—Expenditure, Public Buildings, Euston, Wentworth, and Menindie, from 1861 to 1880 inclusive.

Place.	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	Totals.	
WENTWORTH.																						
Court and Watch House ..	1			1,140					3												1,153 0 0	
Court-house.....																				1,450	1,757	3,207 0 0
Telegraph Station							2,797	313								860				5	3,475 0 0	
Police Station.....							85						11	20				1,250	799	62	2,177 0 0	
Lands Office.....									8												8 0 0	
Custom-house.....									90												96 0 0	
Lock-up Gaol											1	10						322	10	42	3 888 0 0	
Gaol																				1,700	6,300	8,000 0 0
MENINDIE.																						
Court-house.....							9							431	2					390	137	975 0 0
Police Station							160							21		103		5			289 0 0	
Lock-up								4												200	985	1,189 0 0
Post and Telegraph Office.....																				2	711	713 0 0
EUSTON.																						
Telegraph Station								1,502	17	4											1,523 0 0	
Police Station.....													160								160 0 0	
Court and Watch House.....																				1,300	1,109	2,409 0 0
																					Total expenditure	£25,762 0 0

Colonial Architect's Office,
Sydney, 24 August, 1881.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

EXPENDITURE ON PUBLIC WORKS IN ELECTORATE OF
WENTWORTH.

(PARTICULARS RESPECTING.)

Ordered by the Legislative Assembly to be printed, 15 November, 1881.

RETURN to an *Order* of the Honorable the Legislative Assembly of New South Wales, dated the 5th October, 1881, That there be laid upon the Table of this House,—

“A Return of all moneys voted and spent at Euston, Wentworth, Menindie, and Wilcannia, and along the Darling River passing through the Wentworth Electorate, in improvements of all kinds, from 1861 up to 31st December, 1880, designating the respective works on which money was so spent, and the locality.”

(Mr. Brodrigg.)

EXPENDITURE in the Wentworth Electorate, from 1861 up to 31st December, 1880.

Harbours and Rivers Department.

	£	s.	d.
Survey and snagging of Murray River	36,741	18	9
" " Darling	58,100	18	4
Erection of Wentworth Wharf	2,342	13	0
Total	£97,185	10	1

Roads and Bridges Department.

Wentworth streets	891	15	4
Flood repairs, Wentworth	1,500	0	0
Euston to Wentworth	1,834	19	3
Embankment, Adam-street, Wentworth	1,488	0	0
Menindie Road	24	0	0
Tallywalka Bridge at Menindie	55	11	1
Tank on the Paroo Road	941	11	9
Total	£6,735	17	5

Electric Telegraph Department.

Line from Euston to Salt Creek	7,125	0	0
" Wentworth to Bulcolo Creek	13,600	0	0
" Euston to Wentworth	4,037	0	0
" Wentworth to Menindie	4,703	0	0
" Wentworth to Salt Creek	3,360	0	0
Total	£32,825	0	0

RETURN showing all moneys voted and spent in the Wentworth Electorate, from 1861 to 1880 inclusive, in connection with Public Works under the Colonial Architect's Department.

	1861.	1862.	1863.	1864.	1865.	1866.	1867.	1868.	1869.	1870.	1871.	1872.	1873.	1874.	1875.	1876.	1877.	1878.	1879.	1880.	Total Expenditure.
<i>Wentworth.</i>																					
Custom-house, vote in 1879, £2,500	£	...	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£
Court-house, vote in 1877, £2,750; 1879, £430	4	...	...	1,140	...	...	...	29	...	...	3	...	...	4	2	...	...	...	1,450	1,757	4,889
Gaol, vote in 1877, £10,000	8	...	...	...	...	...	...	...	327	10	1,700	6,303	8,340
Lands Office	8
Lock-up	2	...	...	...	1	10	...	...	...	...	...	...	...	42	55
Police Station, vote in 1876, £1,785	27	...	...	...	35	...	...	...	...	...	11	20	...	...	...	1,250	799	62	2,204
Telegraph Station, vote in 1868, £800, and Telegraph Vote	2,797	913	...	...	...	...	...	...	360	...	...	...	...	5	3,475
<i>Euston.</i>																					
Court-house, vote in 1877, £1,500; 1879, £900	160	...	...	...	...	...	1,300	1,109	2,409
Police Station	1,502	17	4	...	...	...	...	...	...	...	...	...	160
Telegraph Station, vote in 1868, £1,600	1,523
<i>Menindie.</i>																					
Court-house	9	...	...	...	...	...	...	431	2	...	...	...	...	396	137
Lock-up, vote in 1877, £1,000	200	985
Police Station	20	...	14	160	4	...	...	...	...	...	21	...	3	...	...	5	...	227
Post and Telegraph Office, vote in 1878, £1,200; 1879, £1,000; 1880, £175	2	710
<i>Wilcannia.</i>																					
Court-house, vote in 1877, £2,100; 1879, £8,200	8	...	...	...	...	1	...	...	...	...	...	2,629	1,391
Gaol	2,487	3,500
Lock-up	7	74	81
Police Station	175	25	...	...	8	...	...	...	...	119	...	...	...	2,200	400
Post and Telegraph Office, vote in 1877, £1,500; 1879, £3,100	900	3,592
<i>Pooncarria.</i>																					
Court-house, vote in 1876, £400	2	...	...	...	...	9	...	...	...	...	36	47
Lock-up, vote in 1874, £400	179	...	...	...	...	179
Police Station	25	...	...	6	22	...	...	77
Total expenditure for Wentworth Electorate by the Colonial Architect																				£	43,577

When no special vote was taken the expenditure was defrayed from general votes.

Colonial Architect's Office,
Sydney, 16th September, 1881.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ELECTORATE OF BOOROWA.

(AMOUNT RECEIVED FROM, FOR SALE OF LAND, &c., FROM 1 JANUARY, 1862, TO 31 DECEMBER, 1880.)

Ordered by the Legislative Assembly to be printed, 23 November, 1881.

RETURN (in part) to an *Order* of the Legislative Assembly of New South Wales, dated 22nd July, 1881, That there be laid upon the Table of this House,—

“(1.) A return of all moneys received from the present Electorate of Boorowa for the sale of land by auction, by conditional purchase, interest thereon, rents of lands, and all other sources per year, from 1st January, 1862, to 31st December, 1880.

“(2.) A return of all moneys voted and expended on roads, bridges, and other public works per year during the same period, designating the respective works on which the money was expended, and locality.”

(Mr. Slattery.)

RETURN showing the amount received by the Colonial Treasurer for interest, &c., on conditional purchases in the Boorowa Electorate, from 1st January, 1862, to the 31st December, 1880, so far as can readily be ascertained from the records of the Audit Department.

Interest, &c., paid on conditional purchases, from 1st January, 1862,			
to 31st December, 1880	...	...	£150,346 1 1

Department of Audit,
17 November, 1881.

C. R.

1881.

LEGISLATIVE ASSEMBLY.

NEW SOUTH WALES.

ELECTORATE OF BOOROWA.

(MONEYS RECEIVED FROM, AND EXPENDED IN, FROM 1 JANUARY, 1862, TO 31 DECEMBER, 1880.)

Ordered by the Legislative Assembly to be printed, 19 December, 1881.

RETURN (in part) to an *Order* of the Honorable the Legislative Assembly of New South Wales, made on the 22nd July, 1881, That there be laid upon the Table of this House,—

- “ (1.) A Return of all moneys received from the present Electorate of Boorowa for the sale of land by auction, by conditional purchase, interest thereon, rents of lands, and all other sources, per year, from 1st January, 1862, to 31st December, 1880.
- “ (2.) A Return of all moneys voted and expended on roads, bridges, and other public works, per year, during the same period, designating the respective works on which the money was expended, and locality.”

(Mr. Slattery.)

ELECTORATE OF BOOROWA.

RETURN of moneys received from the Boorowa Electorate, for the sale of land by auction, after auction selections, in virtue of improvements, and rents of pre-emptive leases, from the 1st January, 1862, to the 31st December, 1880:—

Year.	Sales by Auction.	After Auction.	In virtue of Improvements.	Rent of Pre-Leases.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1862 ...	4,507 10 9	1,074 5 0	2,542 9 8	186 17 1
1863 ...	242 17 0	297 15 0	.....	249 0 5
1864 ...	3,775 5 0	1,475 14 9	1,080 16 0	309 13 9
1865 ...	3,161 0 10	1,144 5 0	1,937 0 0	382 16 1
1866 ...	2,156 11 3	724 5 0	1,588 12 6	447 19 5
1867 ...	573 15 0	713 5 0	1,453 8 0	520 2 9
1868 ...	356 18 6	792 0 0	2,630 7 5	580 6 1
1869 ...	1,358 9 10	393 0 0	1,840 3 6	653 9 4
1870 ...	503 8 4	45 10 0	1,316 1 8	626 12 8
1871 ...	1,360 3 9	579 15 0	1,162 3 9	686 16 0
1872 ...	952 10 0	1,097 0 0	1,012 16 10	757 5 8
1873 ...	722 5 0	1,153 15 0	2,320 6 8	832 9 0
1874 ...	1,290 19 6	1,385 10 0	3,630 4 6	912 3 4
1875 ...	1,919 3 0	1,530 0 0	5,717 4 11	985 6 4
1876 ...	1,963 19 9	784 5 0	5,813 10 1	1,055 9 8
1877 ...	1,386 0 0	1,140 10 0	2,167 19 0	1,128 13 3
1878 ...	3,297 19 3	.....	3,019 14 2	1,021 16 3
1879 ...	4,210 8 5	.....	1,042 5 8	1,069 13 0
1880 ...	3,717 13 9	3,541 0 0	3,071 3 0	1,599 6 0
Total...£	37,456 18 11	17,871 14 9	43,346 7 4	14,005 15 10